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1909

SECOND ANNUAL MESSAGE

J. BARRY MAHOOL

Mayor of Baltimore

1909

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SECOND ANNUAL MESSAGE

WITH

ADDENDA CONTAINING ABRIDGED REPORTS OF DIFFERENT DEPARTMENTS

Baltimore. Mayor.
...
The mayor's message and reports of the various offices, made to the City Council of Baltimore.

J. BARRY MAHOOL

MAYOR OF BALTIMORE

1909

PUBLIC PRINTER

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SECOND ANNUAL MESSAGE.

Gentlemen of the City Council:

I here submit to you my Second Annual Message:—Since I last forwarded a communication to your Honorable Body, much has happened. The year has been marked by many agreeable features and has also been marked by a few unfortunate ones.

Generally speaking, I am able to report very gratifying results for the year. Each department of the city government has been busily engaged in its own affairs, and I have endeavored by an interchange of plans to get a large degree of co-operation. While there is much yet to be desired in this respect, still I think we have taken a step forward in this direction. Now, each department is kept fully informed of the prospective operations of the others, and can make its plans accordingly.

I want to felicitate the Council upon its general disposition to co-operate with the Executive Department. I have found it always ready to devote its attention strictly to municipal business. The attitude of the members toward me personally has certainly been gratifying, and I am frank to confess that this good feeling between my office and the City Council has contributed largely toward whatsoever measure of success the year has witnessed.

Nor is there any doubt that the past year has witnessed a large measure of municipal progress. This is proved by the work done on the new sewerage system, the new docks, the completion of the widening and paving of Light and Pratt streets, the work in the Annex, together with many other improvements of lesser magnitude, but of equal importance. A perusal of the different departmental reports will show this. I ask you to look into the labors of the various departments in

proof of what I say. The net results all along the line make the year one worthy to be remembered.

Why Our Present Tax Rate?

The question of never-failing interest in every community is the tax question. There is always, and properly, a strong popular demand that tax burdens shall be as light as possible. This public demand is just and should be heeded.

If the cry for "low taxes" stopped at that point, the municipal problem of receipts and expenditures would become an easy proposition. But the cry never does stop there. Hardly does the echo of the public cry for "low taxes" reach the ear of the municipal government before there is heard, almost immediately behind it, the equally vociferous demand for extensive improvements.

It is easy to have very low taxes if the city disbursements are confined to the simple current expenses of municipal government. If improvements are desired, however, there is no way to get them without money. Nothing that the city desires can be provided unless the city is ready and willing to pay for it.

And the money to make such payments must come from the taxpayers.

It must not be forgotten that the expenditure of every $30,000 approximately, puts one cent on the tax rate. The laying of a hundred thousand dollars worth of pavement and the erection of a hundred thousand dollars worth of schools, when taken out of the yearly tax levy, means the inclusion in the tax rate of six cents in order to meet such an outlay. The public, with these figures in hand, should have no difficulty in calculating the consequent degree of tax burden which every proposed improvement will entail.

It is not unusual to hear people discuss Baltimore's so-called "high tax rate." Continual reference is being made to the rates of other cities, with the view of striking a contrast.

Part of the complaint about the rate is sound; part is not true. One thing is indisputably clear, however, and that is the lack of accurate knowledge as to the real causes of Baltimore's present rate. If the aggregate cost of each distinctive department were taken, and if the said cost were compared with the analogous department of other cities, of approximately the same size, the public would be astonished to note the substantial difference in favor of Baltimore all along the line. When the contrast is discovered, the inquirer will be surprised to see how much each of Baltimore's departments really does accomplish with the appropriation at its command.

There is no question that the average salary list is substantially lower than many cities of even inferior importance to Baltimore. There is no question that there is less leakage in Baltimore generally than in any city of the Union. There is no doubt that Baltimore secures its contracts on as low an average basis as do any of her municipal rivals.

The great advantage which some cities enjoy over Baltimore is the tremendous disparity in the aggregate taxable basis. Baltimore, with a population of about 543,034, has an assessed taxable basis of only $655,401,372. This is the general basis less the easement values, which, as yet, are not finally determined.

On the other hand, the taxable basis of Boston, with a population of 609,176, is $1,315,709,756; tax rate $1.41. Philadelphia, with a population of 1,466,408, has a taxable basis of $1,250,688,286; tax rate $1.50. Pittsburgh, with a population of 386,000, has a taxable basis of $599,852,923; tax rate $1.45½. St. Louis, with a population of 661,661, has a taxable basis of $506,275,263; tax rate $2.00. Cincinnati, with a population of 347,123, has a taxable basis of $242,988,590; tax rate $2.78. Cleveland, with a population of 483,540, has a taxable basis of $240,262,315; tax rate $2.98½, which includes the county tax.

Part of this disparity is due to the multiplication of manufacturing interests in other cities, with their manifold conse-

quent effects upon the general enhancement of property values. Another cause for the disparity, is the relatively small amount, in dollars and cents, of personal property which Baltimore has succeeded in placing on the books. Another reason for the disparity is the large additional aggregate of railroad property which is on the tax books of other cities; while here in Baltimore, by reason of ante-bellum legislation, millions of dollars of similar property is made exempt under the law.

Settling Easement Disputes.

It is interesting, in connection with the general tax question, and especially in connection with the present and future items which will play an important part in fixing the city's ultimate taxable basis, to make note of the valuable role which is now being played and which will more extensively be played by the various easements belonging to our public service corporations.

The question of how much some of the several corporations will be called upon to pay has already been determined in four distinct cases. There is no further dispute on the part of the Western Union Telegraph Company, the Postal Telegraph Company, the American District Telegraph Company, and the Baltimore Refrigerating and Heating Company. These four companies now have their easements entered on the tax books. Three of them have actually paid taxes. In 1908 the Western Union Telegraph Company paid $51,836, the Postal Telegraph Company paid $29,523, the American District Telegraph Company paid $20,000. The bill for the Baltimore Refrigerating and Heating Company amounts to $30,375. The fixing of the value of the majority of the above four easements was finally achieved without carrying the cases to the Court of Appeals for final adjudication.

The following six companies are the ones, the value of whose easements have not been finally and satisfactorily settled or determined: The United Railways and Electric Company, the Consolidated Gas Electric Light and Power Company, the

Chesapeake and Potomac Telephone Company, the Baltimore Electric Company, the Maryland Telephone Company, and the American Telephone and Telegraph Company.

It is to be hoped that the disputes in these cases will be amicably and effectively settled to the satisfaction of capital, and to the fair and equitable advantage of the city. There is no desire to be radical or extreme. All that the city wishes is to secure what justice and the law declare to be its proper and meritorious rights. I feel that it is of primary importance to assure capital that nothing will be countenanced which steps beyond the pale of the law or beyond what the law impliedly demands in the matter of taxation along these lines. My purpose shall always be to do my utmost, in a legitimate way, to court the fullest outflow and active use of capital in this city.

Just as soon as pending disputes and litigations are concluded, the conditions, so far as our public service corporations are concerned, will be upon a placid and undisturbed basis. At the same time, the city will know what are its rights and what are its duties in the premises. Much depends on the decisions of the courts. If the decision of the court in the United Railways' case stands and if the assessments in the other contesting easement cases—as made by the Appeal Tax Court—stands, the aggregate addition to the city's taxable basis, due to the easement increase alone—that is, including all easement corporations in Baltimore—except steam railroad companies, will mount up to a total of $14,953,146.

It all depends upon the courts, unless it happens that the corporations themselves finally decide to bring the controversy to a voluntary conclusion. There is no desire to force from these corporations a dollar that is unfair.

Growth of City Values.

The city tax rates since 1903 have been as follows: 1904, $2.06; 1905, $2.11½; 1906, $2; 1907, $1.97½; 1908, $2; 1909, $1.95.

Thus, in spite of the enormous loss of taxable property in the great fire of February, 1904, the rate is 11 cents lower than it was before the initiation of the great program of public improvement was set in motion by that dire event.

The amount of the levy for 1904 in direct taxes was $6,671,010, while for 1909 it is $8,033,496, an increase of $1,362,486. We are thus collecting 20% more in direct taxes at a $1.95 rate than we did five years ago at a rate 11 cents higher. Put in another way of comparison of the last ante-fire year with the year 1909 shows that the city will collect 20% more in 1909 at a rate which is 5% less than for 1904. The total taxable basis, including all forms of property (not all of which bears the full rate), has grown in the same period over $160,000,000 (excluding easement assessments).

The result is an index of the substantial growth of the city's wealth in spite of calamity; and of a capacity for rebounding from great losses.

The taxable basis for the year 1909 is as follows, as returned by the Appeal Tax Court:

*Real estate (full city rate)		$335,935,069
Real estate (suburban rate)		6,383,186
Real estate (rural rate)		27,819,452
Personal, individuals, firms and foreign corporations	$41,478,827	
Less plant exemption	4,649,172	
		36,829,655
Maryland incorporated companies (estimated)	43,127,717	
Less plant exemption	4,127,717	
		39,000,000
Distilled spirits in bond (estimated)		1,200,000
Securities (30-cent rate)		148,234,010
Deposits in savings banks (estimated) (18¾c. rate)		80,000,000
Total		$675,401,372

*This includes the estimated value of the various easements, which estimate is put at $20,000,000.

Taxation of Easements.

The easement tax problem, which has engaged so much of the attention of the Appeal Tax Court and the Law Department during the last four years, is not yet wholly solved, though gratifying progress has been made during the past year. The question has been before the City Court three times and before the Court of Appeals twice. While the right to tax the valuable rights of the public service corporations in the streets has been definitely affirmed by the highest court of the State, great uncertainty seems still to exist as to the proper mode of reaching a fair valuation on this species of property.

Attempts by the Appeal Tax Court to determine the proper result by ascertaining the aggregate value of the corporate property and then by process of elimination to work out the value of the easements, have been set aside by the Court of Appeals, both where such aggregate valuation was based on the market value of the outstanding capital (stocks and bonds) of the company, and where it was based on a capitalization of the net earnings.

On the Appeal Tax Court has devolved the duty of devising some other plan, if possible, for fixing the value of the easements. In the only case to come before the courts during 1908—that of the United Railways and Electric Company—an assessment based on the prices paid by the company for grants in the streets was upheld by the City Court, both as to its legality and the method employed, but reduced in conformity with a plan for averaging the prices of street grants adopted by the trial judge. The case has been further appealed in order to test the right of the city to tax the margin of easement value existing over and above the burden of the park tax.

Of the ten corporations which were assessed on their easements for 1908, four have withdrawn their appeals to court and have accepted the action of the Appeal Tax Court. It remains to be seen whether a satisfactory solution of the vexing questions involved in the contested cases can be worked out by the

courts, or whether it will be necessary to resort to legislation to cure the difficulty.

Acting on the recommendation of the Advisory Committee on Taxation and Revenue, the city submitted a bill relating to the easement tax to the Legislature of 1908, which, though strongly advocated by its officials at a hearing before the Senate Committee on Finance, failed to receive favorable action.

Results of High License.

Those who advocated a "high license" policy *as a taxation measure* have certainly had their judgment vindicated. If *all other phases* of the liquor question be ignored for the moment, so as to view this proposition simply and coldly as a *fiscal* experiment, it will be conceded by everybody that the "Special Commission on Taxation" found a real revenue producer when it pressed the "high license" idea. The results have met the most sanguine expectations. We have carried over from 1908 the handsome sum of $297,858.69, collected entirely from liquor licenses, which sum is over and above the estimated expected receipts from that source which had been computed in the budget. The aggregate yield is expected to be substantially larger during the year 1909.

The Tax Rate.

The tax rate for the present year is $1.95. The public has little notion of the tremendous volume of work with which the Board of Estimates has to wrestle in order to determine that rate. Every year finds the Board face to face with an overwhelming rush of demands, coming from every direction. Out of this load of demands, the Board is compelled to select all the miscellaneous items most needed by the public, and adjust and readjust requisitions and estimates until the tax burden is forced down to the lowest practicable rate.

The rate this year makes a good showing. It is five cents below last year's figures. That was accomplished, too, without

sacrificing the claims of progress and without denying a reasonable measure of improvements. The various departments were allowed a fair proportion of what they desired and a reasonable percentage was included to satisfy the popular clamor for physical improvements.

Even with this proper allowance of funds for progressive additions to the city's needs, the tax rate would have been substantially lower than $1.95 had it not been for certain extraordinary expenditures which had to be made.

These exceptional outlays were as follows:

Jail building	$88,000.00
Remodeling Centre Market Hall for municipal uses	33,000.00
Vault cases in City Hall	20,000.00
Morgue refrigerating plant	2,000.00
Laboratory refrigerating plant	2,000.00
Bathhouse and Comfort Station, Northeast Baltimore	26,000.00
Bay View Asylum, new improvements	75,000.00
Refund taxes, under decision of Law Courts, paid in error by Annex property owners	120,000.00
	$366,000.00

The amount of these "extraordinary" expenditures counts up to a total of $366,000. In order to meet that outlay, it was necessary to put about eleven cents on the tax rate. Had it not been for the fact that conditions forced the inclusion of these exceptional appropriations in this year's budget, it would have been possible for the Board to have fixed the rate between $1.85 and $1.90. In other words, of the total rate for 1909, to wit, $1.95, abnormal items, amounting up to eleven cents, had to be included in the Ordinance of Estimates, which, *under average conditions,* would never have had to be met.

Complaints About Assessments.

The Appeal Tax Court has been the object of severe local resentments during the past several years, due to the progress of general reassessment. There is nothing more unpopular than taxes. There is nothing which arouses more discontents and heart-burnings.

The reassessment problem is greatly misunderstood in this city. Whenever an assessor appears at one's home or place of business for the purpose of reassessing property, there is usually a feeling of vindictiveness towards the then incumbent city administration. Many of our citizens are disposed to blame this reassessment work upon what they call "pernicious activity" on the part of the city administration. They mistakenly feel that to assess or not to assess is a matter of mere official discretion.

The public should properly understand that neither the Mayor, the Appeal Tax Court nor any other city department is responsible for the persistent and repeated work of the assessors. The work is pushed under the direction and jurisdiction of the Appeal Tax Court; but even that court has no option. The court is obliged to institute an entirely new reassessment *every five years*. The City Charter makes that compulsory. The Mayor cannot check it; the Appeal Tax Court cannot avoid it.

The City Charter makes it an imperative duty of the Appeal Tax Court to reassess the whole city anew at the recurrence of every five years. That being true, our taxpayers have no just and tenable cause for complaint when reassessors revalue their property every five years. The appearance of these assessors is ascribable to the fixed requirements of the law.

Residents living in the different sections of the city will, upon calculation, find that their property is never listed for reassessment oftener than once every five years. It generally takes about five years for the assessors to thoroughly cover the entire city. The consequence is, that under the law, the section which is reassessed first will not be molested again until the expiration of a full five years, after which period another assessment will become compulsory under the requirements of the City Charter.

Another phase of the reassessment work is misunderstood by a large proportion of our small householders. These persons

go into the market and buy their homes, subject to the prevailing ground rent. That is to say, they purchase the leasehold. Having secured this leasehold at a comparatively low figure, they cannot understand it when they see the valuation on their tax bills far in excess of what they paid in the first place. It is surprising to see how many of our people do not know that real property is assessed always at its full *fee simple* value. The assessors find the value of the leasehold portion of the estate and they also find the "ground rent" value of the reversion. These two values are added together, making the total value of the fee simple interest. That total value constitutes the assessment that is placed on the books.

This will show that much of the complaint about the "excessive tax bills," on property carrying ground rent, is based upon a misapprehension of the law and the facts. There is a disposition to blame the city with unfairness, when, as a matter of fact, the property owner, *by private contract,* in his deed of purchase, has put himself voluntarily in the position of carrying the full burden.

Annex Difficulties Settled.

In my last message I evinced a special solicitude for a settlement of the Annex tax question. It was quite evident then that the situation was becoming acute. Feeling was beginning to run high.

Hence, the earnestness with which the city approached a solution of the problem. The Legislature was then in session; and it was imperative that the ultimate agreement should find its practical and concrete settlement in the form of some law.

I want to say, very justly, that I found the residents of the Annex quite ready to co-operate in the unraveling of this vexed situation. Concessions on both sides were indispensable, and I found the Annexites quite willing to do their part.

As a consequence, a satisfactory law was finally evolved. So generally acceptable did it prove to be that there was comparatively little difficulty in securing its enactment.

It wrought a complete change in the method of classifying property. The tax-rating was put upon a more flexible and self-adjusting basis. It entailed considerable work upon the Appeal Tax Court in order to reclassify the entire Annex properly. It necessitated, owing to a previous court decision, the return of quite a substantial sum of money which had previously been improperly collected from the Annex in the way of taxes.

But the general result has been fruitful in many ways to the city at large. The Annex tax question is no longer a bone of contention. Discontent in the Annex has largely disappeared; discontent in the old part of the city has vanished. The divisional line, with its consequent jealousies, seems to have been completely obliterated. Development, throughout that section, can now proceed with definite and distinct ideas as to the obligations which will follow.

Completion of Building Code.

During the past year the city has succeeded in putting into actual operation the new Building Code. This Code was prepared with great care under the direction of Mr. Edward D. Preston, the Building Inspector. His sole purpose was to create a series of rules that will best protect the public interests and the public safety. The whole scheme of the Code has been to put the building conditions of Baltimore upon the most advanced and progressive basis, commensurate with safety, of any of the large cities of the Union.

Mr. Preston called attention to the necessity of some new building laws, beginning with his first Annual Report for 1900. He stated that the law then existing would (if strictly adhered to) prohibit some of the modern modes of construction. This together with the conflicting parts of the old law made the regulating of building operations somewhat difficult.

As nothing had been done up to 1904, the great fire of February of that year placed the city in an awkward position about

dealing with the rebuilding operations. This being fully known to the Inspector of Buildings, he at once conferred with Messrs. J. Evans Sperry, John Waters, Fred. Wagner, B. T. Fendall, the City Engineer. The result of this was that an ordinance was introduced and passed by the Mayor and City Council adopting what is known as the Emergency Building Laws. (See Ordinance No. 63, approved March 21st, 1904.) This was to be used until a proper and complete law could be provided, and to get up such a full and complete law, an ordinance was passed by the Mayor and City Council, No. 61, approved March 18th, 1904, appointing a Commission of seven (7) persons as a Commission to revise the Building Ordinances. That Commission met from time to time, and finally prepared a full copy of an ordinance such as they deemed proper. The same was duly introduced.

Seventeen nights of committee meetings and public hearings followed. So much opposition to various parts of the proposed ordinance became manifest, that the committee, after six days deliberation, reported an amended form. This also met with considerable opposition, even on the floor of the Council Chamber, and was contested so severely that the term of the Council expired without a law being enacted.

This necessitated the introduction of a new ordinance in the present Council, which (upon the advice of the City Solicitor), the Building Inspector sent to the Council in the form presented by the Commission on Building Laws.

There was also introduced an ordinance in the form of the *Amended Ordinance* which had been considered by the former Council. After several public hearings, the committee requested the various organizations and persons interested in the work of building and construction to read over and report any suggested amendment to the Inspector of Buildings. After the entire reading over of the proposed law by committees from the Builder's Exchange, Master Builder's Association, architects, engineers, builders and the committee from the Charity Organi-

zation, the Committee on Building Regulations reported favorable on an amended ordinance, which was passed by the Council and approved by the Mayor, June 19th, 1908.

The law appears to have given general satisfaction and is working quite well. It has also been called for by a number of other cities and very favorably commented on.

Paving in the Annex.

The Commissioners for Opening Streets are making splendid progress with the funds for paving the Annex. They are developing their plans so that the city's taxable basis is profiting at the same time that the Annex is being physically improved. Enough is ascertainable, to show that the wise discrimination shown by the Board in paving streets has produced a very substantial increase in the volume of Annex property which is now compelled to pay the full city rate. To that degree the Annex Loan has proved a paying investment.

Among the several functions belonging to the said Board is the regular work of opening and closing streets. Experience has demonstrated that the law, as it now exists, is cumbersome and retardful. Time is often lost and public inconvenience is frequently produced as the result of its present line of legal delays. The Board has chafed under it even more so than the public has. The conditions seem to demand some earnest practical effort to force improved results. The Board itself is working out some definite plan. The members are making a personal study of the problem, and they expect to work their ideas into one concrete proposition. Their practical experience with this line of work has disclosed to them the weaknesses and needs of remedial legislation. I shall have them make their recommendations to me in time to secure this much needed legislation at the next session of the Legislature.

Annex Pays More Taxes.

In my last message I promised to show wherein the operations of the Commissioners for Opening Streets, acting as an

Annex Commission, in the expenditure of the Annex Loan, had proved advantageous to the city generally by forcing the transfer of certain property from one class of tax payment to a higher class of tax payment.

In the "addenda" to this message will be found a special detailed account of these very results, which was compiled especially for use in connection with this message. It will be found under the caption "More Annex Revenue for the City."

The figures in that report show that the reclassifications, since the laying of new pavements under the Annex Loan, have evolved a condition whereby the city treasury will receive from those particular locations alone an increase in annual revenue of about $53,309 over and above what those same localities would have paid had it not been for the work under the Annex Loan. That increase in revenue, if capitalized at 4 per cent., represents interest on $1,332,725. In other words, the Commissioners for Opening Streets have so placed certain street improvements in the Annex, under the Annex Loan, that the additional income, as a result thereof, issuing from those improved "spots" alone, would pay 4 per cent interest on an outlay of $1,332,725.

As a matter of fact, the actual amount expended by the Commissioners in achieving the above results does not exceed $500,000. In reality, they foot up, item by item, to about $491,493.70.

That demonstrates very clearly that the Annex Loan is being handled in a way that is fast making it a good investment for the city at large.

Nor should it be forgotten that much of substantial advantage is still to be added to the city's taxable basis. There are improvements which were completed too late for a reclassification for the year 1909, but which will make a very emphatic and encouraging showing in the figures of 1910. In addition to that, it should be remembered that there is now in progress further improvements which will ultimately have a like credit-

able effect. Moreover, there have been several other important lines of streets paved, which streets now form primary backbones from which large tax results will be derived in the future just as soon as the short interlinking streets are placed.

Distribution of Improvements.

Since I have been Mayor there has been pressed upon my attention the very clear fact that there are some sections in this city which have not received their fair measure of public improvements. I am sufficiently interested to feel anxious to see the shortcomings of the past corrected in the future. I am convinced that more liberality should be shown towards those sections than they have enjoyed in the past. A change of policy and a change of practice can be accomplished if those sections will approach the problem upon a common sense basis.

The way to secure public improvements is to work out a clean-cut and generally acceptable complete scheme, such as will successfully connect with the existent broad municipal plan, and then labor to obtain the improvements that will conform to that scheme.

Much of the failure of those sections in the past has been due to the local scrambles for isolated pieces of patch-work. They were each so out of harmony with general public utility that the efforts to secure them necessarily resulted in defeat. They met opposition at every turn, owing to the lack of "general plan" in the propositions, or owing to the improbability of the several propositions ever fitting in with any general plan.

If these sections really desire to accomplish substantial results, they should approach the problem in a business way. Of course, every neighborhood, large or small, is bound to clamor for its own local improvements. Since it is impossible, except by slow process, to cover every point in the city, it becomes quite obvious that every section *for itself* should amicably settle upon its line of *first* improvements.

Take the matter of street paving for example. If the business and improvement associations of any given section would meet together and agree among themselves as to a line of streets which should be improved in that section; and if they would also agree among themselves as to the order in which each of said streets should be taken up for improvement, it would greatly aid in a solution of the problem. This plan would very largely remove local jealousies. It would also make it easy for the city officials to place improvements where they properly belong, without encountering the tangles and difficulties of ward opposition and neighborhood contention. In other words, if each section will determine for itself the line of its needed improvements and the order of preference in which it desires said improvements placed—provided, of course, the plan is developed in accordance with the requirements of general public utility—there should be no trouble in obtaining for said sections a fair and just measure of municipal attention.

City Representation in Legislature.

In my message of 1908 I laid particular stress upon the importance of securing for Baltimore a larger representation in the Maryland General Assembly.

What was then a just claim has since become a pressing necessity. Our whole population is virtually clamoring for a readjustment of the situation so that Baltimore will enjoy her fair measure of representation.

It is time now for us to show that the city's interests and the counties' interests are one and the same. The truth of this should need no argument. But, need it or not, the argument in its most convincing form should be pressed home persuasively at every possible opportunity.

That is why I believe in approaching the question of city representation upon the plain, unambiguous claim of justice. Demonstrate to the counties that Baltimore asks for justice, no more and no less, and this self-same sense of fair play will induce them to support the proposition.

In my opinion Baltimore can ill afford to ask for less than her full proportion of the State Legislature. Why should she ask for less? Is not Baltimore doing her part by the State? Is not our citizenship paying into the State treasury the larger part of the burden of State taxation? Is not our urban population and urban enterprise imparting to the whole commonwealth a life and progress which is lacking in all those other States of the Union where no such big cities are found? In short, is not Baltimore clearly and confessedly the most important and valuable single asset of the State?

Good Roads Money for Baltimore.

There is no doubt that Baltimore will profit by the Maryland State Roads appropriation. This question was pressed by the city during the last session of the Legislature, and since then it has assumed a more practical form. At the very outset it was readily conceded that Baltimore is entitled to substantial recognition when it comes to the distribution of the five million State fund.

It was finally decided to apportion Baltimore one million dollars. But that was allowed upon the express condition that the work done in the city with this appropriation should be made to conform to the outlying State roads which might be brought to the city line.

Of course, the matter of individual selection will depend very much upon the line of outlying roads which the State will bring to the city limits. The fact that this is a State proposition, not a municipal one, puts the city in a position where it will necessarily have to be governed very largely by the State operations. It must be confessed, however, that the Governor and the other members of the Good Roads Commission have certainly shown a strong and sincere desire to do everything possible to please and gratify the people of Baltimore. For that reason I feel perfectly satisfied that the ultimate work which will be pushed, in connection with this appropriation, will find unreserved approval among all classes of our people.

It should not be lost sight of, after all is said and done, that the city pays a large proportion of the State taxes, and therefore we are entitled to liberal treatment in the expenditure of this Good Roads fund.

State Aid for the Polytechnic.

Before the next message is sent to your Honorable Body the General Assembly will again be in session. That body is presumed to be practically interested in everything which will advance the best interests of Maryland generally.

There is no direction in which this interest can be more serviceably turned than in the expansion of the State's educational possibilities. Baltimore is now preparing to make of the Polytechnic Institute an educational agency that will be the pride of the State. It is to be our great school of technology. In these days, when young men are pouring into the avenues of technical activity in order to make their fortunes, it is necessary that they first secure the proper technical training. And it must not be forgotten that the sons of our farmers as well as the sons of those who live in all of our Maryland cities and towns should be made just as fortunate in having a convenient school of technology as are the boys of Baltimore.

That being true, it looks as if the time has come in which the State can co-operate with the city in building up one of the most serviceable institutions ever established in Maryland. If the State and the city would get together behind this proposition, there is nothing to prevent the development here in Baltimore of a practical school of manual and technical training which will be of as much value to the coming young men of Maryland as is any other enterprise which has ever been undertaken on our soil.

If this proposition is properly agitated and wisely promoted the matter may be taken up favorably by the next General Assembly and proper appropriations thereby secured for the establishment of a great school. It would be a pity to permit the

present opportunity—now at this transition period in the Polytechnic's history—to pass without converting it into the splendid possibilities which the conditions offer.

City Legislation.

During the last session of the General Assembly the municipal authorities devoted much time and considerable energy in the effort to secure important legislation for the general welfare of the city. Out of the whirl and busy activities that mark every legislative session, the city was able to obtain a number of valuable Acts which will contribute greatly to the public benefit.

Among some of the more conspicious laws which reached enactment was an Act empowering the Board of Estimates, as to wharf property and water front of the city, in addition to its present power of fixing the compensation for the terms and conditions of the franchise grants therein, *to grant the franchise to bidders whose use in the opinion of the Board of Estimates will best promote the public interests.*

Another practically useful Act was one vesting the power of selecting between different things, under the alternative system of bidding, *in the Board of Awards,* instead of in the heads of departments.

Another Act, which, when put into proper operation, will inure greatly to the physical and moral welfare of the town, was the one which empowers the Park Board to set apart, under reasonable conditions, parts of the public parks for the sports and pastimes of the public school children.

Another Act was one which authorizes the Mayor and City Council of Baltimore to levy assessments upon property which has been specially benefitted by the opening of streets.

Another Act, of proper protection and defense to taxpayers, was the one which provides for appeals from the classifications of property by the Appeal Tax Court.

Another Act which is of much service to the city is the one which provides that certain private streets in Baltimore shall, under specified conditions, be considered as dedicated to the public and thereby made public streets. This one provision says: "Every private street, lane, alley or way, which shall hereafter be laid out and opened or which is already opened at this time, *and which for a period of one year* shall connect with, open into, or lead to or from any public street, lane, alley or way of said city, and passage between which said private street, lane alley or way *shall not be barred or obstructed* by a wall, fence or similar structure erected along the dividing line between them, either without gates or gate therein, or with a gate or gates, which shall be kept closed at all times except when in actual use, *shall be conclusively presumed to have been dedicated by the owner or owners thereof to public use as public highways,* and may at any time thereafter be accepted as public highways either by ordinance of the Mayor or City Council of Baltimore or in any other manner in which a dedication of land to public use made in any other way may be accepted."

Other bills of great public value have been adverted to in other sections of this message.

The propositions which failed in the last session, and which should be renewed at the next session, are, in addition to others elsewhere mentioned, the following:

(1) A bill changing the State Constitution so as to give the Mayor a suspensive veto on all legislation which especially affects the city. (2) Bill putting the Mayor on the Police Board. (3) Bill settling, beyond all cavil or dispute, the method or schemes upon which easement taxes shall be calculated.

Advertise the City.

I have noticed with much gratification the efforts which are being put forth by our business associations for the purpose of bringing trade to the city, and keeping that which we have to

offer ever before those who buy merchandise. The number of merchants who have been reached by this means totals into the thousands, and once brought to our hospitable doors, they are likely to return year after year, bringing an increasing amount of trade. This brings up the very interesting subject of having a permanent advertising bureau, upon whose shoulders would devolve the duty of ever keeping in touch with the business situation both here and elsewhere and of advertising the city's advantages from a business standpoint. I think such a bureau should be established under the controlling influence of the different trades organizations together with any co-operation which the municipality can give.

We are fortunate in having a very aggressive body of business men. These men go to make up the bone and sinew of the city. They are divided into many different lines of trade and endeavor. Nearly all of them are members of one or the other of the business associations in our midst. I have noticed the efforts being put forth by some of these associations to advertise the city and thus keep it ever before the eyes of the country merchant. Each association has a different way of accomplishing this end, and they all are doing most effective work. Some offer rebates to those coming to Baltimore, while others entertain them when they come. Be that as it may, they are all adding to the business of the city in a most practical way. Whether this can be done best this way or by one central bureau is a question which has been in the minds of many of our most progressive merchants. It should and must be done by one or the other. I know the matter is being considered carefully and I can assure those having it in charge that I will co-operate with them in any way possible to insure the best means of keeping the city and its advantages ever before the eyes of the people of the country.

Bay View.

The overcrowded conditions of Bay View and the general need of repairs to the bulidings were given consideration by

the Board of Estimates this year, and an appropriation of $75,000 was made to start a new hospital building, thereby relieving the main building where the hospital is now located, and relieving the conditions about which there has been so much just complaint. In addition, the sum of $33,180 has been appropriated to put the old bulidings in better repair. The Board of Estimates will endeavor each year to add to these amounts until the conditions at the institution are fully remedied. The Board of Charities and Corrections deserve all commendation for the way they have administered the affairs of Bay View, as the conditions complained about are due solely to lack of buildings and facilities.

Each succeeding Board of Estimates must meet this situation by a liberal appropriation, otherwise, the conditions will not be permanently remedied and the money already spent will prove of but little use on meeting the growing needs of the city.

State Care of the Insane.

The urgent need for a State Care of the Insane cannot be too strongly emphasized. Experience has shown that in other States the best results mentally, physically and morally have been obtained under State care.

The deplorable conditions existing in many of the county almshouses in which the insane are housed, and the badly overcrowded condition at Bay View, due to the fact that under the Act of the Legislature of 1904, the State had committed itself to the care of all the indigent insane after January 1st, 1909, all point to the need of strong, energetic action in behalf of those unfortunates by friends interested in their welfare.

At the last Legislature an unsuccessful effort was made to repeal the Act and postpone State care indefinitely. As a matter of fact the State had made no preparation, and it would have been impossible for it to have assumed this function in 1909. The Supervisors of City Charities, therefore, urged postponement of State care until 1911 and the Legislature finally passed

the bill fixing the time on or before January 15th, 1911. The next Legislature must make good the promise of the Act and I am glad to see that vigorous action is contemplated to impress this view upon them.

Work of Sewerage Commission.

One of the greatest undertakings that Baltimore has ever entered into, or probably ever will enter into, is the sewering of its entire city, at a cost of about $18,500,000, covering both sanitary and storm water sewers, together with the building of enormous pumps and filter beds on a scale never before attempted in this country, and which is attracting world-wide attention.

It is with great pride that the Commission is able to say that this undertaking has been carried on from its inception on strictly business lines, with the result that keen competition from large and responsible contractors has been obtained, resulting in the work moving on most rapidly, economically, and with very little disturbance to the street traffic or the property holders, especially when you stop to consider that in about two years approximately 45 miles of sewers and drains have been laid in congested streets—more than the city has laid in the last 100 years. A large proportion of these sewers consists of the main intercepting sewers.

In addition to the great sanitary project, a comprehensive storm-water drainage system has been laid out, and miles of up-to-date storm-water drains and catch-basins have been installed, relieving flooded points in different parts of the city, over which the city has heavy lawsuits on its hands. The installation of nearly 600 catch-basins has enabled the removal of dangerous catch-basins and hundreds of the objectionable gutters crossing the roadways at corners, which have been a burden on street traffic.

As a result of the tests that have been made at Walbrook, data has been secured which the Commission believe will save the taxpayers of the city a large amount of money.

As a member of the Sewerage Commission I am familiar with the many difficulties which have been encountered and removed, allowing the work to continue steadily in the face of these problems. This has only been made possible by constant vigilance on the part of every one connected with this great work.

During the year 13 sanitary contracts, amounting to $1,933,472.86, and 3 storm-water contracts, amounting to $173,601.78, have been let.

This makes the total of contracts let to date as follows:

Sanitary sewers	$4,744,121.14
Storm-water drains	777,841.43
Total	$5,521,962.57

The method of letting contracts, keeping of records and cost data, so that any kind of information can be given promptly, is most satisfactory.

An examination of the maps will show that the work has been carried on in a most systematic way in all parts of the city, the sewers gradually working toward a point where they will eventually come together as one great system.

The New Docks.

In the early spring the Board of Estimates, acting under the authority of an Act of the last Legislature, apportioned the space on the new docks and fixed the compensation therefor. Two of these piers are now in full use and have proven to be a paying investment to the city. All the space on Piers 1 and 3 are fully occupied, and all of Pier 2 except about 420 feet, which is being used for general purposes. Handsome structures have or are being erected on these piers and there has been a general uplift in the conditions in that section of the city. The work on the remaining piers is progressing satisfactorily, and we have every reason to believe that they will find as ready use as have those already completed. The bulk-

head on Pratt street, for a space of 440 feet, has been rented to one company, and the fleet of oyster and produce boats, which were such familiar sights thereabout, have been transferred to Long Dock. Upon completion of Pier 4, they will be permanently located there, where they will have ample room and greater facilities for doing business than ever before.

South Baltimore Railroad Grade Crossings.

One of the practical problems of the city, which has been a matter of concern for some years, is the grade crossing proposition in South Baltimore. The situation in that section has for a long while been out of harmony with the most modern methods of handling such problems. The people have been justly clamoring for relief, and it is time that relief was provided. The question has been passed back and forth for the past ten years, until the Mayor and City Council appointed a Grade Crossing Commission. After many conferences with officials of the Baltimore and Ohio Railroad Company, a plan was proposed by the commission. This plan did not meet the views of the Baltimore and Ohio Railroad for two reasons.

First. It could not be built part at a time and provide for the regular traffic of the railroad during the period of construction, but would seriously interfere with traffic.

Second. The enormous cost of the work.

After hearing these objections, it was decided last June to call in a consulting engineer to review the whole question, and, in the event of his not endorsing the plan submitted, to suggest to us a proper plan. Upon recommendation of Mr. B. T. Fendall, the City Engineer, Mr. Isham Randolph, of Chicago, was employed to take up the question on the part of the city. After a thorough study of the situation, he submitted a plan. which will be embodied in an ordinance and sent to the City Council.

This action was decided upon after a conference between the Board of Estimates and the Board of Public Improvements.

The Baltimore and Ohio Railroad Company also propose to carry its freight to Locust Point by means of a bridge across Spring Gardens, joining with their present tracks about 2,300 feet east of Jackson street. The various north and south streets which they cross, they propose to carry overhead. As other streets are opened up they may be cared for in like manner. It will take almost six years to complete the whole scheme; therefore, it is important that the matter should be started as soon as possible.

It seems the views of Mr. Randolph more nearly meet those of both the citizens of South Baltimore and the Baltimore and Ohio Railroad Company than do those of the Grade Crossing Commission, and I hope this very important matter may be settled to the satisfaction of all concerned.

Ash Dumps and Cost of Removal of Household Waste.

Sooner or later we have got to abate the present method of dumping ashes in the city limits. With the great financial demands on the city this year, the Board of Estimates were unable to give the Commissioner of Street Cleaning sufficient money to carry out his plans to do away with these dumps. We have, though, allowed the Harbor Board an appropriation of $18,000 to start a bulkhead at the old quarantine station, and when finished, this will provide a place where ashes can be taken on scows and dumped, thereby making a large increase in the acreage of this property, all of which can some day be sold or used for municipal purposes. Thus the city will get rid of its ashes and add materially to the value of the property.

In this connection, allow me to draw your attention to the cost at which the Department of Street Cleaning handled the collection, removal and final disposition of household waste for the year 1908. The amount spent was $214,013.35. This looks like a large amount, sufficient to perform wonders. As a matter of fact the department did accomplish very gratifying results. A close calculation will show that the handling of this

particular function of the government was upon a unit of cost of about one-half cent per building per day. That means less than one-tenth of a cent a day for each individual of our population. This compares more than favorably with similar departments in almost every other city in the Union. The method of calculation is simple. The total cost for the year was $214,-013.35, which is a daily cost of $586.32. This divided by the number of buildings in the city, 114,168 in all, will give .00513 or about one-half of a cent per house per day. There can be no cause for complaint on this score when Baltimore is having its daily accumulation of ashes, garbage and waste removed at so small a cost.

The fact that this compares most favorably with other cities is shown by examining the figures of Boston and St. Louis. These two cities are relatively about the same size and population as Baltimore. And, yet, the actual prices show that Baltimore is handling this problem successfully and is doing so for substantially less money than is being done by either of the other two cities.

St. Louis spent for the fiscal year 1907 the sum of $185,-994.03. That sum, however, was for garbage alone. St. Louis does not collect and remove ashes at all. St. Louis then, with a population of 649,320, spends 28⅔ cents per capita per year for the removal and disposal of nothing but garbage, while Baltimore, on the other hand, spends no more than 35⅔ cents per capita per year for the removal and disposal of garbage, together with the removal of ashes and waste. That is to say, Baltimore, for *one-fourth* more money than St. Louis expends, does *three times* the aggregate of public service.

Boston, in 1906, expended $741,208.67 for the collection of garbage, ashes, waste, etc. That is a per capita cost per year of $1.23. The population of Boston is 602,278. Baltimore, for the same purposes, expends 35⅔ cents per capita per annum. That means that Boston's per capita cost is more than three times the cost here in Baltimore.

Securing Map of Streets Underground.

It has long been evident that Baltimore, in its practical work in the streets, has been seriously handicapped by the non-existence of an adequate and accurate chart of the underground conditions of the alleys and other public highways. In times past no correct record of the lines, pipes and other beneath-the-surface obstructions has been kept, thus making it impossible to calculate what would be encountered until the street itself was actually opened.

This lack of accurate knowledge has, in the course of time, cost the city treasury a great deal of money. Unexpected obstructions have frequently been met which have completely upset the pending engineering plans. Hence, the general cry that the city should take advantage of its first opportunity to map off all the streets so that hereafter it will be just as easy to locate everything underground as it is for a mariner to pick his way over the waters by nautical charts issued by the national government.

Be it said to the credit of the Sewerage Commission, that the engineering corps of that department is performing an invaluable service to the city along this very line. The extensive underground work which the commission is doing, and that which it will be necessary to do in the future, in order to make a connection to every house in the city, is giving them an opportunity to make a complete underground record of all pipes and obstructions. They are taking advantage of this opportunity in a most thorough manner.

The record maps, which are being prepared as the engineers proceed, are complete in every detail and will give to the City of Baltimore records such as no other city has. Accurate information, showing the location, position and kind of pipe, is being placed on record plans. The Sewerage Commission is therefore giving to the city, in addition to its own work, record maps which are more than valuable. These maps will cover the entire city. They are maps which would never have been ob-

tained under any other conditions. The wide scope and extensiveness of the commission's work is what makes the achievement of these maps possible.

Mr. Hendricks is handling this matter of underground obstructions in the same manner as he did in New York.

Water and Conduit Loans.

Since my last message was sent you the city has passed through an election of direct interest and concern to the municipality. In addition to the Presidential and Congressional election, the people of Baltimore faced the two propositions of a Water Loan and a Conduit Loan. In a campaign earnestly and aggressively pushed, the voters were asked to approve the Five Million Dollar Water Loan and the One Million Dollar Conduit Loan. Both loans were carried by a substantial majority—the Water Loan by 4,442 votes and the Conduit Loan by 8,458 votes.

The fact that the Water Board before the passage of the Act entered into an agreement with the Warren Manufacturing Co. to purchase their property, which it was thought would be needed in the development of the water supply, and also because the price stipulated is apparently greatly in excess of its real value—have caused much public criticism and has halted the carrying out of the scheme. I asked your Honorable Body to appoint a committee to investigate all the circumstances, and its report has resulted in an effort on my part to have the matter reviewed as to price by an impartial tribunal. The price agreed upon by the Water Board was $725,000, less $50,000 a year rent for two years, whereas your committee reports a price of $350,000 as the maximum value of the property. It is extremely unfortunate that the facts in regard to the price were not given more publicity at the time the agreement was reached, and during the campaign for the loans.

The Council can feel assured that not a dollar of the Water Loan will be expended until the city's position is in full accord

with public approval. It is my resolute purpose to prevent the municipal treasury from paying out a single unnecessary dollar. The whole proposition will be handled cautiously and judiciously. There will be no precipitate or impulsive action. The plans will be developed carefully and deliberately. Every possible means will be used to protect the public's interest.

The plans under the Water Loan are in a state of unavoidable suspension. The whole matter of plans has been committed to the care and consideration of Mr. John R. Freeman and Mr. Frederick P. Stearns, two of the admittedly leading experts in the country. They have been instructed to develop the most effective possible plans. They will endeavor to find a way to meet the needs of the city's water supply without being forced to use the Warren Manufacturing Company's property. If they succeed in this, the city will not be required to take the said company's property. This, of course, will be the easiest way out of the present situation.

If, however, it should be decided that the said property will have to be used, I shall not permit the present alleged agreement to be carried out unless it is satisfactorily modified and adjusted. Should our efforts at a satisfactory settlement fail, I shall not consent to the present terms unless compelled to do so by judicial decision.

The adoption of the Conduit Loan means the completion of our splendid subway system, and will remove from the remaining streets of the city the unsightly and dangerous overhead wires and also add more revenue to the city treasury.

Mayor on Boards.

Where any municipal board is invested with the large and unusual duty of expending a loan, the Enabling Act, passed by the General Assembly, which confers such powers, should at the same time make the Mayor an *ex-officio* member of the said board.

If, in the exercise of these powers, it becomes necessary for the said board to purchase any property, the duty of making

such purchases should be vested in a commission consisting of the Mayor, the Comptroller and the president of the board involved in the transaction. This procedure has been followed in buying the school and engine house sites, and has been found to work most advantageously. This should be made a section of the City Charter, and all future Enabling Acts should be made to conform to it. In this way the Mayor and City Comptroller would be fully acquainted with the operations of the different departments in the expenditures for property in carrying out public improvements.

Conclusion.

In conclusion, let me felicitate the Council upon the generally favorable conditions in Baltimore. The city is making splendid progress commercially, and it is meet and proper that the municipality should move forward also in parallel strides. There is much to be done in the days ahead of us. A smooth, concordant and intelligent co-operation of all the divisions of municipal government, therefore, can be made to minister to the welfare of the people. The easiest way to handle successive municipal problems is for all departments concerned to work together in harmony, with the view of discovering the best practical solutions. That is a duty which every public servant owes to the great body of the people, and it is that duty alone which should be the controlling motive behind every public act.

There are problems ahead of us with which your body and the executive department will necessarily have to wrestle. If we make the welfare of Baltimore our sole end and purpose, the present machinery of government can produce satisfactory results.

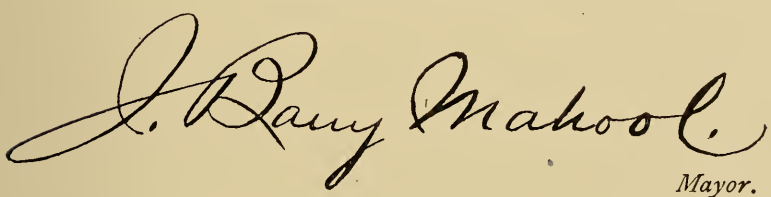
I am prepared to co-operate with the Council in every legitimate enterprise which has for its purpose the betterment and advancement of Baltimore. I am ready to act with the Council in protecting the city against disadvantageous situations. I, therefore, invite the aid and advice of the members of your

body, with the view of evolving conditions in our municipality which will win the confidence of the people and secure the further moral and material progress of our city.

Immediately following this part of my message will be found the financial statement of the municipality. It is given in more or less detail in order to carry with it the fullest possible information. It embodies the operations of the City Collector, the City Register and the City Comptroller, together with certain phases of the fiscal acts of the city under the control and direction of the Board of Finance Commissioners. I suggest a careful study of those figures.

I also urge upon you a studious perusal of the departmental reports submitted herewith under the general caption of "Addenda."

Respectfully submitted,



Mayor.

FINANCIAL.

FINANCIAL.

It is my duty to submit to you a statement showing the general financial condition of the city. This can best be done by reproducing here the figures reported to me by the City Comptroller, the City Collector and the City Register.

Those figures are as follows:

City Comptroller.

The Comptroller's books for the year 1908 show that the various departmental unexpended balances, together with receipts from liquor licenses for 1908, which were not estimated last year, have enabled the municipality to close up its accounts for 1908 with a surplus account of $337,400.84. This surplus account was expected when the budget for 1909 was arranged, and, as a consequence, was computed in full in the detailed calculations, which finally fixed the tax rate. There are frequently a limited number of departmental balances found to the credit of the city at the end of each year. The surplus account, which was carried over for 1909, however, was swelled primarily by the high liquor license receipts.

The Comptroller's books show that the total receipts from various sources during 1908, plus the cash balance on hand January 1, 1908, aggregated $18,410,374.31, while the total audited expenditures amounted to $18,297,301.42.

TABLE A—CITY COLLECTOR.

TOTAL CITY AND STATE TAXES, INCLUDING THE SUBURBAN, RECEIVED FROM JAN. 1st, 1908, to DEC. 31st, 1908.

				Suburban.		
	City.	State.	Total.	City.	State.	Total.
January	$3,281,932.33	$ 318,950.64	$3,600,882 97	$36,378.98	$9,197.81	$45,576.79
February	521,377.92	39,401.01	560,778.03	8,120.08	2,211.36	10,331.44
March	368,843.90	29,069 85	397,913.75	6,565 95	1,736.84	8,302.79
April	648,110.54	38,439.18	686,549 72	11,063 50	2,858.91	13,922.41
May	526,782.63	34,254.91	561,037.54	40,313.01	8,579 44	48,892.45
June	443,019.25	31,290.87	474,310.12	34,843.04	9,020.66	43,863.70
July	836,375.92	54,159.60	890,535.52	32,574.86	8,282.20	40,857.06
August	113,808.23	23,458.43	137,266.66	10,973.07	3,232.48	14,205.55
September	173,036.80	13,695.64	186,752.44	6,690.62	1,768.81	8,459.43
October	154,551.16	12,942.70	167,493.86	6,999 73	1,828.00	8,827.73
November	151,378 31	11,731.75	163,110.06	5,668.38	1,535.88	7,204.26
December	212,887 19	16,614 29	229,501.48	5,660.50	1,449.96	7,110 46
Total	$7,432,123 28	$624,008.87	$8,056,132.15	$205,851.72	$51,702.35	$257,554.07

City, including Streets and Mortgages	$7,432,123.28	State (City Proper)	$624,008.87
City-Suburban	205,851.72	State, Suburban	51,702.35
	$7,637,975.00		$675,711.22

City	$7,637,975.00
State	675,711.22
Total	$8,313,686.22

TABLE B.

RECAPITULATION OF TAXES COLLECTED FROM JANUARY 1, 1908, TO DECEMBER 31, 1908.

	Basis.	Rate.	Tax.	Discount.	Net Tax.	Interest.	Total.
1905							
Real	$ 606,254	$2.11½	$ 12,822.20	$	$ 12,822.20	$ 2,116.22	$ 14,938.42
Personal	1,009,420		21,349.12		21,349.12	3,797.93	25,147.05
Securities	228,804	.30	686.41		686.41	123.70	810.11
1906							
Real	9 587,341	2.00	191,746.82		191,746.82	21,947.42	213,694.24
Personal	1,572,395		31,447.90		31,447 90	3,842.51	35,290.41
Securities	541,650	.30	1,624.96		1,624.96	207.40	1,832.36
1907							
Real	23,781,570	1.97½	469,685 99		469,685.99	23,723.61	493,409 60
Personal	4,869,265		96,167.97		96,167.97	5,061.22	101,229.19
Securities	2,188,324	.30	6,564.88		6,564.88	471.54	7,036.42
1908							
Real	239,975,972		4,799,519.44	74,368.99	4,725,150.45	5,639 68	4,730,790.13
Personal	58.777,010		1,171.540.20	13,134.77	1,158,405.43	914 60	1,159,320 03
Securities	141,938,779	.30	425,816.37	9.972.60	415,843.77	233.09	416,076.86
Savings Banks	77,019,312	18¾	144,411.19	3,507.54	140,903.65		140,903.65
Total	$562,096,096		$7,373,383,45	$100,983.90	$7,272,399.55	$68,078.92	$7,340,478.47

Opening Streets and Alleys	$ 67,393.98
Paving Streets and Alleys	24,161.84
Mortgages	88.99
	$7,432,123.28

TABLE B—SUBURBAN.

RECAPITULATION OF TAXES COLLECTED FROM JANUARY 1st, 1908, TO DECEMBER 31st, 1908.

	Basis.	Rate.	Tax.	Discount.	Net Tax.	Interest.	Total.
1906, Real	$ 1,880,245	$ .60	$ 11,281.44	$	$ 11,281.44	$ 1,267.52	$ 12,548.96
1907, Real	9,108,467		54,650.78		54,650 78	3,076.73	57,727.51
1908, Real	22,956,947		136,541.63	1,241.56	135,300 07	275.18	135,575.25
Total	$33,945 659		$202,473.85	$ 1,241.56	$201,232.29	$ 4,619 43	$ 205,851.72

CITY REGISTER.

General Financial Statement.

RECEIPTS AND PAYMENTS.

Cash to credit of sinking and special funds on December 31, 1907		$92,046.24
Interest on stocks and investments		695,755.25
Interest on deposits (daily bank balances)		1,815.39
Rentals of real estate		31,157.17
Water Board 1½% on gross receipts for 1907 for Water 1943 Loan Sinking Fund		15,198.80
Park Board 5% on gross receipts of "Park Tax" during 1907 for Public Park Sinking Fund No. 2		21,427.75
Park Board for Public Park Improvement 1955 Loan Sinking Fund for the years 1906, 1907 and 1908		26,400.00
City Collector, by Tax Levy for the various sinking funds		785,073.95
Mayor and City Council to supply deficiency in income of Enoch Pratt Free Library		4,258.00
Mayor and City Council for Annex improvement 1954 Loan Sinking Fund for the years 1905, 1906, 1907 and 1908	$70,000.00	
Less portion through City Collector	66,749.18	
		3,250.82
Mayor and City Council for New Sewerage Improvement 1980 Loan Sinking Fund for the years 1906, 1907 and 1908	$111,000.00	
Less portion through City Collector	105,845.13	
		5,154.87
Mayor and City Council for New School House 1957 Loan Sinking Fund	$8,800.00	
Less portion through City Collector	8,391.29	
		408.71
Amount carried forward		$1,681,946.95

Amount brought forward		$1,681,946.95	
Mayor and City Council for New Engine House 1957 Loan Sinking Fund	$8,800.00		
Less portion through City Collector	8,391.29		
		408.71	
Continental Trust Company, in full for Certificate of Deposit of Western Maryland Railroad Funds		238,370.45	
Sale of all stocks held in Western Maryland Railroad Special Fund		791,985.00	
			$2,712,711.11

The payments were as follows:

One year's interest on W. M. R. R. 3¼% 1927 Loan	$55,380.00	
One year's interest on W. M. R. R. 3½% 1950 Loan	30,625.00	
One year's interest on W. M. R. R. 3½% 1952 Loan	35,000.00	
One year's interest on W. M. R. R. 4% 1925 Loan	27,360.00	
Enoch Pratt Free Library Annuity	50,000.00	
School Board, account Frederick Raine Fund.	7.00	
Maryland Institute, account Frederick Raine Fund	7.00	
Mayor and City Council, balance of W. M. R. R. Special Fund	1,064,170.88	
Purchase of ground rents for account General Sinking Fund	8,785.11	
Purchase of city stocks for Sinking and Special Funds	1,422,615.08	
		2,693,950.07
Balance to credit of Sinking and Special Funds		$18,761.04

The Financial Condition of the Corporation.

Amount of the Funded Debt December 31, 1908			$51,988,882.95
Amount of Floating Debt (four promisory notes of the Mayor and City Council, issued to the Baltimore Sanitary and Contracting Company each for $55,500 and dated January 2, 1908, at one, two, three and four years, bearing interest at 5% per annum, as provided in the Ordinance of Estimates for the year 1908)	$222,000.00		
One, two, three and four years interest thereon	27,750.00		
		249,750.00	
			$52,238,632.95

Against which the city holds the following productive assets:

Sinking Funds, face value	$18,881,561.66	
Water works stock outstanding	9,104,000.00	
Electrical subway system stock outstanding	1,964,000.00	
550 shares Baltimore and Reisterstown Turnpike stock	2,062.50	
137 shares Baltimore and Frederick Turnpike stock	456.66	
		$29,952,080.82
Excess of Funded and Floating Debt over productive assets		$22,286,552.13

The Funded Debt.

The Funded Debt December 31, 1908, is	$51,988,882.95
The Funded Debt December 31, 1907, was	46,756,282.95
Showing an increase during the year of	$5,232,600.00

Thus explained:

New Sewerage Improvement 3½% 1980 Loan issued	$2,306,000.00	
Burnt District Improvement 3½% 1954 Loan issued	525,600.00	
Water 3½% 1943 Loan issued	190,000.00	
Conduit 3½% 1928 Loan issued	211,000.00	
Annex Improvement 4% 1954 Loan issued	1,000,000.00	
Public Park Improvement 4% 1955 Loan issued	1,000,000.00	
		$5,232,600.00

Increase of Funded Debt authorized, but not yet issued:

Burnt District Improvement 3½% 1954 Loan, Ordinance No. 71, 1904	$745,400.00	
Water 3½% 1943 Loan, Ordinance No. 86, 1902	396,000.00	
Conduit 3½% 1928 Loan, Ordinance No. 87, 1902	36,000.00	
Annex Improvement 4% 1954 Loan, Ordinance No. 216, 1905	1,000,000.00	
New Sewerage Improvement 3½% 1980 Loan, Ordinance No. 227, 1905	6,434,100.00	
New Engine House 4% 1957 Loan, Ordinance No. 239, 1907	1,000,000.00	
New School House 4% 1957 Loan, Ordinance No. 240, 1907	1,000,000.00	
Water 4% 1958 Loan, Ordinance No. 141, 1908	5,000,000.00	
Conduit 4% 1958 Loan, Ordinance No. 142, 1908	1,000,000.00	
		$16,611,500.00

Funded Debt, December 31, 1908.

Name of Loan.	Rate.	Authority for Issue.	When Redeemable.	Amount.
Water	5 %	Ordinance No. 65, 1877	July 1, 1916	$5,000,000.00
Funding	5 %	Ordinance No. 93, 1878	July 1, 1916	1,000,000.00
McDonogh Extension	5 %	Ordinance No. 157, 1890	September 1, 1916	280,000.00
Harford Run	4 %	Ordinance No. 86, 1879	January 1, 1920	250,000.00
Patterson Park Extension	4 %	Ordinance No. 120, 1883	October 1, 1920	200,000.00
Paving	4 %	Ordinance No. 140, 1880	November 1, 1920	500,000.00
Water	4 %	Ordinance No. 91, 1882	November 1, 1922	500,000.00
Conduit	3½%	Ordinance No. 120, 1896	January 1, 1922	1,000,000.00
W. M. R. R.	4 %	Ordinance No. 71, 1882	July 1, 1925	684,000.00
Water	4 %	Ordinance No. 82, 1886	November 1, 1926	1,000,000.00
W. M. R. R.	3¼%	Ordinance No. 11, 1886	January 1, 1927	1,704,000.00
Conduit	3½%	Ordinance No. 87, 1902	January 1, 1928	964,000.00
Internal Improvement	3½%	Ordinance No. 98, 1888	July 1, 1928	4,850,000.00
Consolidated	3½%	Ordinance No. 58, 1890	July 1, 1930	5,000,000.00
Funding	3½%	Ordinance No. 112, 1896	July 1, 1936	1,453,300.00
Public Improvement	3½%	Ordinance No. 100, 1892	January 1, 1940	6,000,000.00
Refunding	3½%	Ordinance No. 32½, 1898	January 1, 1940	4,300,000.00
Water	3½%	Ordinance No. 86, 1902	January 1, 1943	604,000.00
Four Million	3½%	Ordinance No. 137, 1894	March 1, 1945	4,000,000.00
W. M. R. R. Refunding	3½%	Ordinance No. { 18, 1898 / 32, 1900 }	March 1, 1950	875,000.00
W. M. R. R. Refunding	3½%	Ordinance No. { 18, 1898 / 32, 1900 }	January 1, 1952	1,000,000.00
Burnt District Improvement	3½%	Ordinance No. 71, 1904	June 1, 1954	5,254,600.00
New Sewerage Improvement	3½%	Ordinance No. 227, 1905	October 1, 1980	3,565,900.00
Annex Improvement	4 %	Ordinance No. 216, 1905	June 1, 1954	1,000,000.00
Public Park Improvement	4 %	Ordinance No. 228, 1905	May 1, 1980	1,000,000.00
Stock due in 1860	6 %	.....	Unred'm'd, no int. al.	482.00
Water Stock due in 1875	6 %	.....	Unred'm'd, no int. al.	270.00
Con. Stock due in 1890	6 %	.....	Unred'm'd, no int. al.	427.50
Five Million Stock due in 1890	6 %	.....	Unred'm'd, no int. al.	1,903.45
W. M. R. R. Stock due in 1902	6 %	.....	Unred'm'd, no int. al.	1,000.00
Total Funded Debt				$51,988,882.95

Increment of the Sinking Funds.

The increment of the sinking funds from December 31, 1906, to December 31, 1907, amounting to			$1,422,296.24
Was derived thus:			
From interest on stocks and investments		$627,432.25	
From rentals of real estate		31,157.17	
From interest on deposits (daily balances)		1,815.39	
From Water Board, 1½% on gross receipts for 1907		15,198.80	
From City Collector, by tax levy		785,073.95	
From Park Board, 5% on gross receipts of "Park Tax"		21,427.75	
From discount in purchase of city stock		52,932.82	
From Park Board, for account Public Park Improvement 1955 Loan Sinking Fund for the years 1906, 1907 and 1908		26,400.00	
From Mayor and City Council, account New Sewerage Improvement 1980 Loan Sinking Fund, Annex Improvement 1954 Loan Sinking Fund, New School House 1957 Loan Sinking Fund, and New Engine House 1957 Loan Sinking Fund	$198,600.00		
Less portion through City Collector	189,376.89		
		9,223.11	
			$1,570,661.24
From which deduct:			
One year's interest on W. M. R. R. 4% 1925 Loan		$27,360.00	
One year's interest on W. M. R. R. 3¼% 1927 Loan		55,380.00	
One year's interest on W. M. R. R. 3½% 1950 Loan		30,625.00	
One year's interest on W. M. R. R. 3½% 1952 Loan		35,000.00	
Accruded rent to date of purchase of ground rent		151.74	
			148,516.74
			$1,422,144.50

The value of the sinking funds on December 31, 1908, is		$18,881,561.66
The value of the sinking funds on December 31, 1907, was		17,519,483.83
		$1,362,077.83

UNPRODUCTIVE ASSETS.

10,000 shares of Valley Railroad Company of Virginia stock	$	
625 shares Baltimore & York Turnpike stock		
New Court House, cost	2,750,000.00	
City Hall, cost	2,250,000.00	
Market and school houses, wharves, jail, police stations, almhouses, iceboats, quarantine station, parks and squares, etc	15,000,000.00	
		$20,000,000.00

The foregoing statement does not embrace any items connected with the current receipts and expenditures, but refers only to the stock obligations of the corporation and to investments specially set apart for the redemption of the same. The accounts now submitted for your consideration exhibit in detail all the transactions of the Commissioners of Finance for the current fiscal year.

They show the receipts, including a cash balance of $8,595.21, at the beginning of the year, to have been	$2,712,711.11
And the payments to have been	2,693,950.07
Leaving a balance to the credit of the sinking funds on December 31, 1908, of	$18,761.04

Face value of city stocks purchased during the year for the sinking funds amounted to $1,475,562.90 and cost $1,422,615.08.

ADDENDA.

ADDENDA.

There are many items of special concern to several of the departments to which allusion has already been made in the Mayor's message. Accompanying this message are here submitted a collection of succinct reports from nearly all of the departments. These reports summarize to a more or less degree the operations of each department. While sufficient data is here presented to give the City Council and the public definite information concerning the departments herein reported, the more detailed and amplified individual reports of each department will be submitted at a later date.

THE ART COMMISSION.

Lines of Work Presented to This Body for Final Determination.

J. BARRY MAHOOL,
W. HALL HARRIS,
F. C. LATROBE,
MENDES COHEN,
DOUGLAS H. THOMAS, JR., } **Commission.**
JOSIAS PENNINGTON,
JAMES YOUNG,
J. E. SPERRY,

OTIS C. BROWNLEY, Recording Secretary.

Report of the operations of the Art Commission for the year 1908:

February 28.—Approved design submitted of a monument to be erected to the memory of Francis Scott Key. Said monument to be partly or wholly of bronze, to cost the sum of $25,000, and to be erected at the axial point of Eutaw Place and Lanvale street. This is a gift to the city from the late Mr. Charles L. Marburg.

July 14.—Approved design for a marble drinking fountain for animals. This fountain is given to the city by a lady who desires to withhold her name, and will be erected on Light street 265 feet, more or less, north of Pratt street. The site was approved by the Art Commission at a meeting held December 7, 1908.

August 11.—Approved design submitted of statue of Cecilius Calvert. Statue to be of bronze, and to be erected on the west steps of the Court House, this site having been approved by the Art Commission. Albert Weinert designed the statue, and it was erected by the Society of Colonial Wars.

On this same date a design for a marble drinking fountain was approved, said fountain to be erected near the Madison avenue entrance to Druid Hill Park. Design made by Mr. Howard Sill.

As the Art Commission is called together only at such times as designs are to be submitted to it of monuments, statues, or fountains to be erected in the city, and to pass upon sites for same, or change of sites, it has no work laid out for the coming year, except to act from time to time as it may be called together by its President, his Honor the Mayor.

BOARD OF FIRE COMMISSIONERS.

Addition of Various Engine Houses—Improvements for 1909.

EDWARD M. PARRISH, President.
GILLES J. SHAW, } **Commissioners.**
A. ROSZEL CATHCART,

The Board of Fire Commissioners report as follows:

IMPROVEMENTS—1908.

No. 33 Engine Company placed in service at Harford avenue and Oliver street.

No. 17 Truck Company placed in service at Patuxent and O'Donnell streets.

The purchase of ground for location of an Engine Company at Caroline street and Eastern avenue.

The purchase of ground for location of an Engine Company at Edmondson avenue and McClelland street.

The purchase of ground for location of an Engine Company at Ridgely and West streets.

The purchase of ground for quarters of No. 14 Truck Company, Gorsuch avenue, Homestead.

The purchase of ground for location of No. 16 Truck Company at Calvert and Read streets.

The purchase of ground adjoining quarters of No. 1 Truck Company, Gay street, near Baltimore, for location of a Hose Company Station, to be used in conjunction with pipe line system.

IMPROVEMENTS—1909.

Installation of a pipe line system.

No. 34 Engine Company, to be installed at Caroline street and Eastern avenue.

No. 35 Engine Company, to be installed in the vicinity of Light and Montgomery streets.

No. 36 Engine Company, to be installed at Edmondson avenue and McClelland street.

No. 37 Engine Company, to be installed at Ridgely and West streets.

No. 16 Truck Company, to be installed at Calvert and Read streets.

Purchase of ground and erection of a building thereon for location of an Engine Company in the vicinity of North and Fulton avenues.

Purchase of ground and erection of a building thereon for location of an Engine Company in the vicinity of Orleans street and Central avenue.

Purchase of ground and erection of a building thereon for the location of an Engine Company in the vicinity of Baltimore street and Fremont avenue.

Purchase of ground and erection of a building thereon for the location of an Engine Company in the vicinity of Charles and Barnett streets.

Purchase of ground and erection of a building thereon for the location of an Engine Company in the vicinity of Light and Montgomery streets.

Purchase of ground and erection of a building thereon for location of quarters for new fireboat in the vicinity of the foot of Covington street.

Hull for new steel fireboat.

The position of Deputy Chief Engineer created.

Automobiles for use of Chief Engineer and Deputy Chief Engineer.

Installation of 150 fire alarm boxes.

Engines equipped with rubber tires.

Reserve apparatus overhauled generally and placed in best of condition.

Wires placed underground as rapidly as possible.

The manual force of the Department consists of 653 active men, not including substitutes, the personnel of which is unexcelled and discipline excellent.

The apparatus in service is of the highest standard.

BOARD OF PARK COMMISSIONERS.

Details of Expenditures in the Various City Squares and Parks.

FERDINAND C. LATROBE, President.
JOHN S. GITTINGS,
JAMES E. HOOPER,
ALFRED E. BOOTH,
GEORGE WEEMS WILLIAMS,
} **Commissioners.**

The total disbursements for the year amounted to $782,438.09, of which $265,040.40 was for land takings.

For general maintenance and up-keep, including salaries, a total of $227,378.87 was disbursed, and for fixed charges, interest and sinking fund, $114,161.08.

Forty-one thousand dollars of park funds was disbursed during the year on account of the new boulevard bridge over Stony Run, making a total disbursement on this account for the years 1907 and 1908 of $74,965.74.

During the year 1908 $134,857.74 was disbursed for improvements within the old and new park areas. The following are the more important of the improvements in the several districts:

Druid Hill.

Public comfort facilities at the Mansion House in Druid Hill Park, $5,877.12.

Paving of paths with bricks, Fulton avenue to the Mall, Seven Oaks to Pimlico gate, and from Madison avenue to Eutaw Place entrances, $13,870.

Continuation of improvements at the quarry in Druid Hill, $2,804.66.

Completion of boat landing and shelter at the lake in Druid Hill, $5,391.86. (Most of this expenditure was in the year 1907).

Patterson Park.

The improvements at Patterson Park for the year were confined almost entirely to the swimming pool and the athletic fields and playgrounds. The disbursements amounted to about $6,700.

Clifton Park.

Completion of music shell, including electric lighting, $2,747.38. This improvement was undertaken in 1907, and the total disbursements thereon have been $14,430.72.

Completion of public comfort facilities at the Mansion in Clifton Park and general improvements to Mansion, $718.13. The total expenditure upon this work, which was begun in 1907, amounted to $3,658.13.

Improvement of nursery headquarters at Clifton Park, $1,946.94.

General improvements at tennis courts, ball fields and running track, $5,954.18.

Grading and planting along Harford road, $1,457.10.

Carroll Park.

Improvement of athletic fields, $1,139.17.

Latrobe Park.

Completion of entrance, including drinking fountain, $1,011.55. This work was begun in 1907, and the total disbursements have amounted to $2,716.24.

Pergola and seat near sand courts, $795.07.

Field-house with public comfort facilities, $7,468.91.

Improvements to outdoor gymnasium, $208.46.

Wyman Park.

Steps, curbing, gutters and other improvements at Twenty-ninth and Charles street section, including driveway, $14,318.69.

Planting shrubbery and seeding, $3,655.56.

Foresting and cleaning up, $7,536.66.

Charles Street Boulevard.

Disbursed out of park funds for grading done by Commissioners for Opening Streets, $11,322.91.

Purchase of linden trees to be planted 1909, $2,232.

City Springs Square.

Children's playgrounds and permanent seats, $5,894.67.

Washington Monument.

Renovation and improvements begun in 1907, completed for $2,235.17, making the total cost $3,466.44.

General.

Fire-proof vault at administration headquarters in Druid Hill Park, $1,518.77.

Permanent seats of a new and improved type for all districts, $3,609.34.

Rustic cedar bridges, fences and benches, $765.04.

Disbursement on account of concrete sheds built in Druid Hill Park in 1907, $4,028.

Miscellaneous small improvements—Druid Hill playgrounds, grading, drainage, "zoo," keeper's lodge, shepherd's house, hedge fences, springs, etc., $5,545.51.

Engineers and architects' fees and expenses, $9,076.38.

New Properties.

Improvement of Mill Race Walkway, Gwynn's Falls, $966.08.

Clearing and foresting at Gwynn's Falls, Holyrood and Herring Run, $4,213.97.

Drainage and foresting—New Reservoir Park, $3,602.39.

Grading and filling in Carroll extension, $1,347.86.

BOARD OF SCHOOL COMMISSIONERS.

Progress of New Buildings and New Educational Projects—Future Policy of Board.

JOHN E. SEMMES, President.
ALCAEUS HOOPER,
GEORGE A. SOLTER,
A. B. CUNNINGHAM,
WILLIAM ROSENAU,
THOMAS McCOSKER,
ROBERT M. ROTHER,
EDWARD ROSSMANN,
D. D. KENNEDY,
} **Commissioners.**

The Board of School Commissioners respectfully submits the Eightieth Annual Report, showing the condition of the Public Schools of the City of Baltimore during the year ending December 31, 1908.

School Accommodations.

No new buildings were erected in the year 1908 for this Department.

There were a number of appropriations for new schools, but it was found that the appropriations provided for the school buildings required were not sufficient to build them. It therefore became necessary, after advertising for bids and the neces-

sary rejection of the bids on the ground that the money was insufficient to build the schools, to apply for additional appropriations in order to erect the schools in accordance with the plans. These additions have been provided for in the Ordinance of Estimates for 1909, and will insure new buildings to take the place of No. 51, at Waverly; No. 59, on the Reisterstown road; No. 22, in South Baltimore; to build a new school at Mulberry and Payson streets, on a lot already acquired; to make additions to No. 6, Ann street, near Canton avenue; to acquire a lot and construct an addition to School No. 2, at Stiles and Gough streets; to make an addition to School No. 60, Francis and Clifton streets; and to make an addition to the Western High School, on ground already acquired at the corner of McCulloh and Lanvale streets. There is an appropriation of $139,000 available for the new Polytechnic Institute. Temporary provisions were made to accommodate the large enrollment at the Polytechnic Institute by the conversion of former School No. 46, on Division street, into an annex for the Polytechnic.

Buildings Occupied.

Schoolhouses owned by the city	110
Dwelling-houses owned by the city and used as schools	3
Portable frame buildings owned by the city and used for school purposes	34
Buildings or parts of buildings rented by the city and used as schools	25
Total number of buildings occupied	172

Lots Leased or Purchased.

During the year a lot has been purchased for the use of the Parental School on Old Frederick road, near Cathedral Cemetery. A lot has been purchased on Carroll and Windermere avenues as a site for School No. 51. There has been some delay in acquiring this lot, as a selection had been made at a different locality, the title to which was found to be defective. There has been some further delay in getting the deeds for the

lot afterwards determined upon, but the matter is now in process of adjustment in the city legal department. A lot has been purchased adjoining School No. 65, on Bloomingdale road. A lot has been acquired adjoining No. 54, at Huntingdon avenue and Charles street. These two lots are used for playground purposes for the present and enable these schools to be enlarged when the occasion requires. Three lots have been acquired on the corner of Lanvale and McCulloh streets as an addition to the lot occupied in part by the Western High School. These lots will be used for the purpose of making an addition to the Western High School, which has been provided for.

A lot has been leased for the use of School No. 115.

Money Available for the Purchase of Lots Not Included Above.

There is an appropriation of $100,000 made for the purpose of acquiring property and building a school in South Baltimore to relieve the congestion of that district. As yet the lot has not been selected. The same is true of the money appropriated to acquire a lot and erect a building to take the place of School No. 22, at Ramsay street, near Scott. There is available a sum of $139,000 for the purpose of acquiring a site for the Polytechnic Institute. A Commission, composed of the Mayor, the Comptroller, and the President of the Schol Board, have had under consideration some 60 lots for this purpose; and it has been an extremely difficult matter to determine what lot, or what site, would be the best for the purpose. The amount of the appropriation, which was limited by the ordinance, for the purpose of acquiring a lot, made it impossible to buy a lot of suitable dimensions upon which buildings had already been erected, and the Commission had to look for lots which had not been built upon. They selected as their preference a portion of what is known as the "Blind Asylum property," but the School Board, acting through its Committee, reported that, in its opinion, the lot so recommended was not sufficiently large

for the purpose, and advised the acquisition of the entire Blind Asylum property. This proposition met with the full endorsement of the Commission, but the appropriation had prevented them from making a recommendation to that effect. Negotiations have been entered into between the trustees of the Blind Asylum and the School Board for the purpose of ascertaining whether it is possible to make some arrangement by which this site, which we all agree to be the best for the purpose, can be obtained, but these negotiations are not in such shape as to enable us to report definitely upon the subject. It is hoped that in the very near future the matter will be determined in such a way that the city will be able to acquire this property.

Appropriations will be available for the purchase of a lot near Sycamore street and Third avenue, and for a lot south of School No. 55, both in the northern section of the city.

Future Policy in Acquisition of Lots and Construction of School Buildings.

The Board recommends strongly that, wherever it is proposed to locate schools in the Annex, or in any section where the city is not thickly built up, large lots should be acquired for the purpose of building schools, in order to give plenty of room for school yards. The acquisition of such lots in the thickly built up portions of the city is impracticable by reason of the cost. Here we shall have to adopt the method in vogue in other cities of using the roofs of the schools for purposes of recreation, but we should not neglect the opportunity which is now afforded us in the sections referred to of acquiring at a comparatively low figure property which can hereafter be used for the enlargement of the schools and for recreation purposes.

A great many of our school buildings are absolutely unfit for the purpose for which they are used. In such districts where these schools are comparatively close together, we think it would be well to acquire additional property adjoining one of the buildings and erect upon it a suitable structure; and it may

be of advantage to the city in such cases to dispose of other school buildings and lots and concentrate the schools in a proper building. There can be no doubt that a great many of the buildings now used are absolutely faulty in almost every respect. The Board recommends strongly the adoption of the policy of the city, namely, that it shall make an appropriation every year to build two school houses to meet the demands made by the extension of the city, and also to convert schools in old sections of the city into proper buildings. The million dollars appropriation has been exhausted, and still conditions are far from desirable. We ought to be able every year to point to the betterment of conditions, and to show that at least one of the old schools has been placed in a proper building, and that one new building has been erected to meet the demands of the territory which is now being built up in the natural extension of the city. If this is not done, we will again be confronted by a demand for a loan to build more school buildings, and the loan, unless a large one, will be absolutely inadequate to supply the demand. The Board speaks more especially now of the primary schools. It feels that the demand for improved conditions in this class of schools in the city is imperative.

We regret that the effort to have noiseless pavements put around the school buildings was not successful. We think there could have been no better investment of the city's money than to carry out the plan which was suggested to the Board of Estimates in this matter.

Statistics.

The estimate submitted and the amount appropriated by the City Council for current expenses for 1908 was	$1,692,865.81
Balance from 1907 for text books	1,138.78
The amount received from the State for books was	56,969.45
Total for current expenses	$1,750,974.04
Amount expended	1,687,953.50
Amount unexpended	$63,020.54

In addition to the above, we have to our credit, to be carried over to 1909, for high school commercial courses, the sum of $4,000, appropriated at the last session of the Legislature. Commercial courses are established in the City College, Eastern High School, Western High School, and the Colored High and Training School.

Teachers' Retirement Act.

An Act of Assembly was passed during the last session of the Legislature providing for the retirement of teachers, under certain conditions, entitling them to compensation after a certain number of years of service. The passage of this Act was urged by a committee of teachers. Before the Act was passed, it was submitted to the Board and to the city law officers, and was approved by them. We are of the opinion that good results will follow the operation of this legislation, inasmuch as it will provide for those who have served the city faithfully and well, and at the same time enable the Board to maintain the efficiency of the teaching force.

The Board is satisfied that the efficiency of the teaching force, and of those who have direct charge of the educational branch of this Department, has been maintained, and that there has been no retrogression in this branch. We have received the hearty co-operation of the executive and of the other departments of the city government, with whom we have to co-operate.

CITY ENGINEER.

Building of Some Big Bridges and the Laying of Much Pavement During the Year.

BENJAMIN T. FENDALL, City Engineer.

The cobblestone repaving done this year is less than was done last year, but this is offset by a large increase in the repairs to improved pavements this year as compared with last year.

You will note that we have laid a considerable amount of storm-water drains and built a number of inlets, besides making extensive repairs to existing inlets.

The largest piece of paving work done by the Department during the year was the paving of Light street, which we were able to finish before winter set in on account of the splendid weather we had during the fall. Had bad weather set in during the fall as early as usual, the work on Light street must, of necessity, have been carried over until spring. The paving is exceptionally good and the work was done in a very short time, notwithstanding the many obstacles encountered in the matter of handling traffic. Special credit is due to the men in charge of this work for handling the work so as to put no serious burdens on the abutting property or on the steamboat companies. The managers of the steamboat companies express themselves as being thoroughly satisfied with the way they were accommodated, and say they experienced far less inconvenience than they had anticipated.

The lists above referred to are as follows:

Sewer Department.

Extension of sewer in North avenue, from 8th to 10th streets, and the Windsor Mill or New Liberty road, terra cotta pipes, diameters 15 inches and 18 inches, length 1,043 feet.

Sewer in North avenue (north side), between Slingluff avenue and Peck's Branch, terra cotta pipe, diameter 20 inches, length 92 feet.

Sewer in North avenue (south side), from Slingluff avenue to Peck's Branch, terra cotta pipes, diameters 15 inches and 20 inches, length 288 feet.

Sewer in North avenue, from 5th street to Peck's Branch, terra cotta pipe, diameter 20 inches, length 201 feet.

Sewer in Wilkens avenue, from Catharine street to Gwynn's Run, terra cotta pipe, diameter 24 inches, length 260 feet.

Sewer in Lipp's lane (north side), from Calverton road, westward, terra cotta pipe, diameter 20 inches, length 436 feet.

Sewer in Lipp's lane (south side), from Calverton road, westward, terra cotta pipe, diameter 18 inches, length 125 feet.

Extension of sewer in the Windsor Mill road, or New Liberty road, from Clifton avenue to 12th street, terra cotta pipe, diameter 24 inches, length 224 feet.

Sewer in Fairmount avenue, from Hare to Canton streets, terra cotta pipe, diameter 20 inches, length 164 feet.

Extension of sewer under Robert street, near Druid Hill Park, terra cotta pipe, diameter 20 inches, length 30 feet.

Extension of sewer in alley between Springdale and Forest avenues, Forest Park, terra cotta pipe, diameter 18 inches, length 66 feet.

Sewer across Washington street, near Harrison street, terra cotta pipe, diameter 36 inches, length 50 feet.

Sewer across Washington street, near Polk street, terra cotta pipe, diameter 30 inches, length 50 feet.

Sewer in Gorsuch avenue, from Van Buren street to the culvert near Harrison street, terra cotta pipe, diameter 18 inches, length 116 feet.

Sewer across Gorsuch avenue, near Montebello avenue, terra cotta pipe, diameter 36 inches, length 60 feet.

Sewer at the Old York road and Oak avenue, terra cotta pipe, diameter 30 inches, length 115 feet.

Completion of sewer between 11th and 12th streets, Walbrook, terra cotta pipe, diameter 30 inches, length 150 feet.

Sewers Repaired.

Sewer in Hargrove alley, between Twenty-first and Twenty-second streets.

Sewer in Central avenue, between Jackson and Lexington streets.

Sewer in Barnes street, between McDonough street and Broadway.

Schroeder's Run sewer, between Raborg and Fayette streets.

Street Paving and Bridge Department.

Fremont avenue, from Pratt street to Ridgely street, granite block pavement; length 1,820 feet.....	6,316 sq. yds.
Franklin street, from Eutaw street to Pennsylvania avenue, granite block pavement; length 800 feet.....	3,508 sq. yds.
Heath street, from Light street to Johnson street, bitulithic pavement; length 630 feet.....	2,047 sq. yds.
Marion street, from Howard street to Eutaw street, granite block pavement; length 330 feet.....	444 sq. yds.
North avenue, from Washington street to Gay street, sheet asphalt pavement; length 1,750 feet.....	14,000 sq. yds.
Fayette street, from Smallwood street to Bentalou street, vitrified brick pavement; length 356 feet.....	1,575 sq. yds.
Lakewood avenue, from Eastern avenue to Canton avenue, vitrified brick pavement; length 330 feet.....	1,554 sq. yds.
	29,444 sq. yds.

Grading Edmondson avenue, between Pulaski street and Philadelphia, Baltimore and Washington Railroad.

Completed the grading of the acquired area for the widening of Edmondson avenue; street repaved, sidewalks paved, and trees planted along the footway of the part to be deeded to the city by the Edmondson Realty Company, as per agreement.

Completed Stony Run bridge, grading not yet finished.

Painted and repaired all bridges where necessary.

Graded Monroe street, from Baltimore and Ohio Railroad bridge to Columbia avenue; length 1,800 feet, embankment 11,850 cu. yds.

Began building a 15-foot arched culvert on Hollins street, across Gwynn's Run, or Peck's Branch; length 112 feet; about three-fourths completed.

Began grading Presstman street, from Fulton avenue to old city limits; length 1,150 feet, total earthwork 10,000 cu. yds.; about nine-tenths completed.

Completed masonry wall along east side of Jones' Falls, from Canton avenue, 230 feet southward.

Street Repairing Department.

Repairs.

	Area sq. ft.	Miles.
Asphalt block	303,724	1.45
Belgian block	320,720	1.50
Cobble	3,091,000	14.70
Macadam	657,836	5.00
Sheet asphalt	154,044	0.73
Vitrified brick	39,798	0.20
Medina blocks	13,653	0.07
Total		23.65

(All paved streets figured on roadway 40 feet wide).
(Macadam streets figured on roadway 25 feet wide).

The above does not include minor repairs, such as cobble base on roads, the setting and resetting of curb, gutter, etc.

While the total mileage does not equal that of 1907, a comparison of the two will show that the repairs to improved pavements were more extensive in 1908 than in 1907.

New Work.

Street or Alley.	Character.	Area Sq. Ft.	Remarks.
Pratt st., Light st. to Falls..	Bel. Block	149,976	Burnt Dis. Fund.
Light st., Pratt st. to Lee st.	Bel. Block	168,943	Special Appro.
Market Place, Pratt to Lombard	Bel. Block	44,247	Special Appro.
German st., Liberty to Hopkins Pl. (widened).....	Bel. Block	13,018	Special Appro.
Hunter and other alleys, bounded by Preston, Mt. Royal, Calvert and Guilford	Vit. Brick	10,502	Special Appro.
Oliver st., front School No. 85	Vit. Brick	6,522	Special Appro.
Westwood ave. or Northwest st. (from Fulton ave. to Payson st.).....	Vit. Brick	39,637	Assessment.
Alley rear School No. 84...	Vit. Brick	4,080	Special Appro.
Belt ave., Fort ave. to Meyers	Vit. Brick	3,535	Emerg. Fund.

Edmondson Avenue Bridge Over Gwynn's Falls.

The contractor was notified on February 28, 1908, to begin work.

The engineering force started on March 2 to locate on the ground the lines of the bridge and establish the necessary bench marks.

On the 4th the Superintendent for the Baltimore Ferro-Concrete Company appeared on the ground and stated that they were ready to begin work; on the 5th the Contractor started on the erection of an office and on the 10th work was started on the railroad siding for the delivery of material.

Excavation for the buttresses, against the old west wing-wall, was started on March 20, and the first concrete was placed in the buttress forms on the 10th of April.

The Present Condition of the Work is as Follows:

Both abutments and all three piers have been completed to a height just under the bottom chord on the old bridge which is

at an elevation 141, and is 10 feet above the springing line of the 60-foot arches which is at elevation 131.

The drainage system is completed to the height of the abutments and piers.

The four wing walls have been completed to the same elevation.

The buttresses against the old stone wing walls have been finished and parts of the old walls have been torn down.

About half of the grading has been done at the easterly end of the bridge.

The three northerly spans of trusses have been taken down and the floor of the southerly part of the old bridge has been re-inforced with additional planking.

The northerly portion of the westerly 60′ arch has been completed, as has also the same portion of the 139′ arch.

The columns on the northerly part of the westerly 60′ arch have been partly built and the forms are in place for the balance of the columns and the floor slab.

The centering for the northerly part of the two easterly 60′ arches is nearly completed and it is expected to turn these two arches over by the first part of the year.

The total expenditure to date, including the actual bridge work and incidental expenses, is $79,368.42.

It is probable that the bridge will be ready to turn over to the city in the fall of 1909.

CITY LIBRARIAN.

Collection of Very Valuable Books and Other Data of Great Service to the Public.

WILBUR F. COYLE, City Librarian.

As the City Library is, I hope, more useful than spectacular, there are not a great many accomplishments of the past year to which the City Librarian feels justified in "pointing with pride."

It is with some degree of satisfaction, however, I am able to announce the opening of what have been termed the "show" rooms of the City Library, where are displayed scores of prints and photographs which portray the "Baltimore of yesterday," in striking contrast to the "Baltimore of today." These pictures were not collected in a day or week, but efforts to secure them for the city extended over a period of four or five years. Strange to say many, though Baltimore prints, came from distant points; London, Boston, Philadelphia, New York and elsewhere.

As a result of search they have turned up in most unexpected places, and I feel the city now has a collection, the value of which cannot be estimated on the basis of dollars and cents. Commercially, these pictures are advancing in value rapidly, and from the standpoint of history, education and sentiment, they are simply beyond price. This is a bold statement, but I cannot imagine a situation that would tempt the city to sell.

This material is not properly displayed. What the City Library needs is room—more room. Because of certain limitations rather unusual devices have been resorted to. For instance, there are forty-eight swinging frames, 25x30 inches, which contain possibly one hundred different views of various sizes and description.

A cupboard, originally designed as a repository of overcoats and hats, contains the signature of no less a personage than George Washington, who appended his name to a letter written to John Eager Howard. Washington's autograph keeps company with the signatures of John Adams, James Madison and other celebrities; a musket of Civil War fame, and a violin with a history.

Owing to the accumulation of pictures it has been found necessary to remove nearly all the shelves in the gallery and put views where books were intended.

The City Hall corridors in proximity to the Library have been pressed into service. Here a sort of overflow display has

been arranged. All exhibits have been numbered and catalogued.

The City Librarian is not only specializing in pictures of the past, but in those of today. When the physical aspect of the city is changed in any important degree, photographs, "before and after," mark this change. These pictures are put away for future contemplation. We now have a fine collection of books of peculiar interest—historical and otherwise—to Maryland and Baltimore. Extraordinary efforts have been put forth to assemble from various sources works of this character with what success will be shown in a catalogue about to be issued. A curiously interesting lot of books have been brought together—from the ponderous history of a century or two ago to the little Baltimore guide book bristling with information of its particular period.

During the year there was issued by the City Librarian a Municipal Hand Book, which was gratuitously distributed to the public. The demand for this little work was so great, and it seemed to be favorably received, that, if possible, another will be published in 1909. A third volume of Baltimore City Records is being prepared and will be printed when the compilation is finished.

COLLECTOR OF WATER RENTS AND LICENSES.

Record of a Full Year Without Any Complaints from the Public—Financial Statement.

J. SPENCER CLARKE, Collector.

1909 water rents collected in 1908	$6,724.28
1908 water rents collected in 1908	998,218.38
Estimated receipts for balance of month about	20,000.00
Total receipts for the year 1908	$1,024,942.66

The above amount of $1,024,942.66 shows the receipts of this Department from Water Rents on dwellings, meter bills

from warehouses, etc., and plumbing bills, and is an increase of $11,208.09 over the receipts from the same sources for the year 1907.

Expenditures During the Year 1908.

Appropriations made by the Mayor and City Council:

For interest on water loans	$397,815.00	
For salaries	29,500.00	
For Sinking Fund	15,750.00	
For expenses	2,575.00	
		$445,640.00

Disbursements.

Expended for interest on water loans	$397,815.00	
Expended for salaries	29,500.00	
Expended for Sinking Fund	15,198.80	
Expended for expenses	1,931.22	
		444,445.02
Amount of appropriations unexpended		$1,194.98

Received for general licenses in 1908	$89,872.81
Received for general licenses in 1907	88,806.60
Increase in 1908	$1,066.21

The term General Licenses covers licenses on wagons, hacks and cabs, scows, theatrical performances and entertainments, telegraph and telephone poles, billiard, pool and bagatelle tables, bowling alleys, etc.

Received for Dog Licenses in 1908	$32,172.25
Received for Dog Licenses in 1907	26,900.25
Increase in 1908	$5,272.00

COMMISSIONERS FOR OPENING STREETS.

Large Amount of Effective Work, Covering Miles of New Paving—Streets Also Opened and Closed.

JAMES H. SMITH, President.
BUSHROD M. WATTS, } **Commissioners.**
W. O. ATWOOD,

The following is the summary of work completed during the year 1908, with cost:

York road		$163,022.25
Charles street	$173,947.30	
Credit work done for Park Board	11,322.91	
		162,624.39
Fernhill avenue		8,706.39
Robert avenue	15,229.45	
Credit half contract cost, paid by Park Land Company	7,614.73	
		8,614.72
Wilkens avenue		86,345.40
Twenty-eighth street, Maryland avenue to St. Paul street		9,565.14
Kate avenue		32,043.67
Walrad avenue		1,384.14
Yale avenue		4,901.86
Granada avenue		10,227.95
Twenty-second street		40,972.33
Konig street		2,949.18

The above streets were contracted for in 1907 and finished in 1908.

The following are the contracts let during 1908, all of which are completed except North avenue, Garrison avenue, Thirty-first street, Gorsuch and Caton avenues. Caton avenue will be completed in about ten days:

Whiteford street	$3,725.81
North avenue	140,000.00
Thirtieth street	3,892.13
Twenty-fourth street	3,825.13
Butcher's lane	3,383.88

Smallwood street	2,271.97
Caton avenue (approximate)	40,000.00
Elm avenue	17,998.22
Oakfield avenue	7,868.72
7th street	9,133.58
8th street	10,012.59
Walbrook avenue	15,748.07
Clifton avenue	11,360.96
Garrison avenue (approximate)	65,100.00
Washington street	17,938.08
Thirty-first street (approximate)	32,000.00
Gorsuch avenue (approximate)	79,000.00
Granada avenue	3,445.29
Springdale avenue	2,458.81

In addition to the improved pavements laid in 1908, the following streets were repaired with cobble at the request of the Appeal Tax Court:

Jefferson street, from Twenty-second to Twenty-third streets.

Francis street, south of Retreat street.

Woodbrook avenue, south of Retreat street.

Barclay street, south of Twenty-fifth street, repaved by P. Flanigan & Sons at the expense of this Department.

Twenty-first street, from Barclay street to York road.

Lennox street, west of Park avenue, repaved by City Engineer at the expense of this Department.

Contracts of 1908.

The following contracts were let in 1908 but much of the actual work will extend over into 1909.

Street	From To	Former Condition	Improved Pavement	Cobble Replaced	Sq. Yds. Area	Miles 40 Ft. Wide
Whiteford Street..	S. B. L. Old Frederick Road to N. B. L. Frederick Road	Unpaved.....	Macadam.....	None	2,196	0.094
North Ave..	E. C. L. Payson St. to E. B. L 12th St.	Cobble and Unpaved	Granite Block and Bitulithic	13,865	46,371	1 975
30th St..	E. B. L. Charles St. to W. B. L. St Paul St.	Unpaved.....	Sheet Asphalt.....	None	1,608	0.069
24th St.	E. B. L. Barclay St. to W. B. L. York Road	Unpaved.....	Sheet Asphalt. ...	None	1,550.7	0.066
Butcher's Lane.....	N. B. L. North Ave. to S. B. L. Pennsylvania Ave.	Unpaved.....	Granite Block.....	None	980.5	0.041
Smallwood St.....	N. B. L. North Ave. to N. B. L. Herbert St.	Unpaved	Vitrified Brick....	None	843.2	0.036
Caton Ave...	S B. L. Frederick Road to Southern City Limits	Unpaved.....	Granite Block.....	None	8,730.7	0.372
Elm Ave.....	S. B. L. Fourth Ave. to N. B L. Second Ave.	Unpaved.....	Bitulithic.....	None	5,854.5	0.249
Oakfield Ave..	S. B. L. Old Liberty Road to N. B. L. Forrest Ave.	Unpaved.	Tarred Macadam	None	5,501.2	0.234
7th St.....	N. B. L. North Ave., to S. B L Clifton Ave.	Unpaved.....	Bitulithic.....	None	3,363 6	0.143
8th St...	N. B. L. North Ave. to N. B. L. Clifton Ave.	Unpaved.....	Bitulithic.....	None	3,747.9	0.159

CONTRACTS OF 1908—Continued.

STREET	FROM TO	Former Conditions	Improved Pavement	Cobble Replaced	Sq. Yds. Area	Miles 40 Ft. Wide
Walbrook Ave.....	E. B. L. 9th St. to W. B. L. Slingluff Ave.	Unpaved.....	Bitulithic.....	None	5,860.7	0.249
Washington St.....	E. B. L. Taylor St. to W. B. L. Harford Road	Unpaved,.....	Vitrified Brick....	None	6,079	0.259
31st Street.....	E. B. L. Charles St. to W. B. L. York Road	Cobble and Unpaved	Granite Block and Sheet Asphalt	3,640	9,372	0.397
Gorsuch Ave.....	E. B. L. York Road to W. B. L. Harford Road	Cobble and Unpaved	Granite Block and Bitulithic	15,128	24,440	1.041
Granada Ave.....	S. B. L. Old Liberty Road to Western City Limits	Unpaved.....	Tarred Macadam	None	2,321.6	0.098
Springdale Ave....	W. B. L. Oakfield Ave. to Western City Limits	Unpaved.....	Tarred Macadam	None	1,728.7	0.074
Clifton Ave.....	W. B. L. 8th St to W. B. L. Slingluff Ave.	Unpaved.....	Bitulithic.....	None	4,060.2	0 173
Garrison Ave.....	N. B L. Old Liberty Road to Northern City Limits	Cobble and Unpaved	Granite Block and Sheet Asphalt	8,761	21,876	0.932
				41,394	156,445.5	6.661

Actual Work in 1908.

The following contracts were let in 1907, but the actual work was not pushed towards completion until 1908.

Street.	From	To	Former Condition.	Improved Pavement.	Cobble Replac'd	Sq. Yds. Area.	Miles 40 Ft. Wide.
Charles St.	N. B. L. North Ave.	S. B. L. Merryman's Lane	Cobble and Macadam	Bitulithic	10,753 Sq. Yds.	51,207.4	2.182
Fernhill Ave.	W. B. L. Garrison Ave.	Western City Limits	Unpaved	Macadam	None	4,475	0.191
Robert St.	N. B. L. Whitelock St.	Druid Hill Park	Unpaved	Brick	None	3,939	0.168
28th St.	E. B. L. Maryland Ave.	W. B. L. St. Paul St.	Unpaved	Bitulithic	None	3,193.1	0.136
Kate Ave.	E. B. L. Garrison Ave.	W. B. L. Park Heights Ave.	Unpaved	Macadam	None	15,612	0.665
Walrad Ave	E. B. L. Yale Ave.	W. B. L. Irvington Ave	Unpaved	Macadam	None	746	0.032
Yale Ave	S. B. L. Frederick Road	N. B. L. Potter Ave.	Unpaved	Macadam	None	3,116.3	0.133
Granada Ave.	N. B. L. Ridgewood Ave.	Northern City Limits.	Unpaved	Macadam	None	3,825	0.163
22d St	E. B. L. Oak St	E. C. L. Cromwell St.	Cobble	Bitulithic	14,669 Sq. Yds	14,669	0.625
Konig St.	E. B. L. Linden Ave.	W. B. L. Bolton Ave.	Cobble.	Sheet Asphalt	1,146 Sq. Yds.	1,146	0.049
Wilkens Ave.	Old City Line	Southern City Limits.	Cobble and Unpaved.	Sheet Asphalt and Granite Block.	9,119.2 Sq. Yds	24,501.5	1.044
					35,687.2	126,430.3	5.388

Opening.

The following preliminary plats were received during the year:

Courtland street, from Franklin street to Hamilton street.
Canton street, from Baltimore street to south side of Lombard street.
Rose street, from Monument street to Madison street.
Glover street, from Monument street to Madison street.
Twenty-second street, from Jenkins lane to Garrett avenue.
Kennedy avenue, from Twenty-second street to Curtain avenue.
Garrett avenue, from Twenty-second street to Curtain avenue.
Smallwood street, from Franklin street to Saratoga street.
Huntingdon avenue, from Twenty-fifth street to north side of Thirtieth street.
Baltimore street, from Garrison avenue to Old Frederick road.
Dukeland street, formerly 6th street, from North avenue to Beech avenue.
Twenty-fifth street, from Greenmount avenue to Harford road.
Thirty-ninth street, from York road to University Parkway.
Taylor street, from Homewood avenue to Gorsuch avenue.
Homestead street, from York road to Tinges lane.
Homestead street, from Tyler street to Harford road.
Auchentoroly terrace, from Orem lane to Reisterstown turnpike road.
Potomac street, from Baltimore street to south side of Lombard street.

Closing.

Windsor Mill road, from Fulton avenue to Payson street.
Courtney street, from Monument street to Falls street.

The following streets, alleys, etc., in process of opening and closing, under ordinances of the Mayor and City Council of Baltimore city:

Name of Streets.	Ord. No.	Approved.
Opening.		
Thirty-third st., from Charles st. to Hillen road...	251	April 5, 1907
Eleventh street, from Edmondson avenue to Frederick road...	261	April 29, 1907
Montebello avenue, from Cokesbury avenue to B. & O. R. R.	289	May 20, 1907
Thirtieth street, from Calvert street to York road.	117	May 20, 1908
Twenty-foot alley, west from Barclay street and north of Twenty-fifth street	58	Jan. 2, 1908
The Alameda, from Thirty-third st. to Harford rd.	227	Dec. 11, 1908
Fortieth street, from University Parkway to Roland avenue	180	July 7, 1908
Canton street, from Baltimore street to south side of Lombard street	149	June 8, 1908
Twenty-second street, from Jenkins lane to Garrett avenue	196	Aug. 31, 1908
Kennedy avenue, from Twenty-second street to Curtain avenue	195	Aug. 31, 1908
Garrett avenue, from Twenty-second street to Curtain avenue	197	Aug. 31, 1908
Sterrett alley, from Hamburg street to Cross street and nine-foot alley running therefrom	270	May 9, 1907
Closing.		
Apple or Jew alley, from Monument street to Old Joppa road	99	Nov. 24, 1902
Ten-foot alley, from Ensor street to Jew alley.....	228	Feb. 20, 1907
Old Joppa road, from Harford ave. to Jew alley...	231	Feb. 27, 1907
Windsor Mill rd., from Fulton ave. to Payson st..	125	May 21, 1908

Streets in Process of Opening Under Annex Loan Act.

Seventh street, from Edmondson avenue to Westwood avenue.
Fourteenth street, from Edmondson avenue to Wesley street.
Seventeenth street, from Frederick turnpike road to Wesley street.
Wesley street, from Fourteenth street to Seventeenth street.
Charles street avenue, from North avenue to Northern city limits
Reisterstown road, from Fulton avenue to Northern city limits.

Streets and Avenues Deeded to City.

Payson street, from Windsor Mill road to Baker street.	May 29, 1908.
Baker street, from Windsor Mill road to Payson street.	May 29, 1908.
Whiteford street, 66 feet wide, to take the place of Fourteenth street, from Frederick turnpike to Old Frederick road.	
Abell street, from Thirty-first street to Merryman's lane.	Mar. 28, 1908. May 14, 1908.
Callow avenue, from North avenue to Newington avenue.	May 29, 1908.
Bolton street, from North avenue to Reservoir street.	May 29, 1908.
Bolton avenue, from Whitelock street to Ducatel street, and from Callow avenue to Konig street.	May 29, 1908.
Lennox street, from Bolton avenue to Park avenue.	May 29, 1908. Nov. 17, 1908. Dec. 10, 1908.
Reservoir street, from Bolton avenue to Park avenue.	May 29, 1908. Dec. 8, 1908.

Streets Opened Under Ordinance.

Names of Streets.	Ord. No.	Approved.	Damage and Expenses.	Benefits.	Amount on Mayor and City Council.
Cokesbury avenue, from York road to Kennedy lane..... Sent to City Register Sept. 2, 1908.	274	May 9, 1907	$19,632 95	$5,484 95	$14,148 00
Baker street, from Windsor Mill road to old western boundary line of Baltimore city..... Sent to City Register Dec. 28, 1908.	277	May 13, 1907	2,242 98	1,237 91	1,005 07
Fifteen-foot alley, north from Whitelock street between McCulloh st. and Druid Hill avenue. Sent to City Register Dec. 16, 1908.	84	April 6, 1908	488 51	405 00	83 51

STREETS OPENED UNDER ANNEX LOAN ACT.

NAMES OF STREETS.	Damages and Expenses.	Benefits.	Amount on Mayor and City Council.
York road, from North avenue to northern city limits..... Sent to City Register May 25, 1908.	$1,329 74	.....	$1,329 74
Callow avenue, from North avenue to Newington avenue ..... Sent to City Register Jan. 31, 1908.	2,634 58	$2,314 67	319 91
Bentalou street, from North avenue to Lafayette avenue ..... Sent to City Register July 7, 1908.	34,759 40	25,177 27	9,582 13

MORE ANNEX REVENUE FOR THE CITY.

Splendid Work by Commissioners for Opening Streets in Securing Increased Volume of Taxes for General Treasury.

In the information given below the three Annex classifications, with the effect of the improvements on taxation, are discussed in detail. The term "Rural Rate" means 65 cents on the hundred dollars; "Suburban Rate" means $1.30 on the hundred dollars, and "Full Rate" means $1.95 on the hundred dollars. These are the classifications established under the new Annex law, which was passed by the General Assembly in 1908.

A careful examination of the data herein found will prove a conclusive argument as to the sound business investment of the Annex Loan. It will be discovered that the combinations of street paving designated below will net the city $53,309 in revenue, over and above what those same properties would have yielded had it not been for the Annex improvements. This increased revenue will flow in annually from 1909 onward.

That in effect means this: That an expenditure of less than $500,000 of the Annex Loan will produce *additional* tax revenue annually sufficient in amount to pay four per cent. interest on $1,332,725. Surely that is a business proposition of which the city has good reason to be proud.

This does not represent the full limit of the monetary advantages to the city which have followed the operations of the Commissioners for Opening Streets. There are other streets finished which were not completed in time to admit of a reclassification for 1909. The reclassification, due to these streets, however, will be made during 1909—that is, in time for the assessable basis of 1910. Then, again, it must not be forgotten that various main streets have been paved, which, as the necessary interlinking side streets are added, will further increase the good results flowing from the Annex work. Moreover, the recent decision of the Court of Appeals allowing the counting of improved private streets as proper boundaries in classifying property, will largely augment the Annex taxable basis.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 76 A, $30,700; Dia. 78 A, $31,083; Dia. 92 A, $10,166; total, $71,949.—Change of rate caused by paving Merryman Avenue Boulevard.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 76 B, $31,640; Dia. 76 A, $16,775; total, $48,415.—Change of rate caused by paving St. Paul Street Boulevard.

Reclassified from Rural Rate to City Rate for 1909—Dia. 52 A, $174,157; Dia. 52 B, $145,338; Dia. 52 C, $158,454; total, $477,949.—Change of rate caused by paving Francis street and Woodbrook avenue.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 75 D, $195,533.—Change of rate caused by paving of Thirty-first street.

Reclassified from Rural Rate to City Rate for 1909—Dia. 62 A, $196,725.—Change of rate caused by paving of 7th and 8th streets, Walbrook and Clifton avenues.

Reclassified from Rural Rate to City Rate for 1909—Dia. 82 B, $72,564; Dia. 82 A, $148,653; total, $221,217.—Change of rate caused by paving Elm avenue, Thirty-fifth street and Blucher avenue.

Reclassified from Rural Rate to City Rate for 1909—Dia. 75 B, $143,067.—Change of rate caused by paving Charles, Thirtieth and Thirty-first streets.

Reclassified from Rural Rate to City Rate for 1909—Dia. 58 B, $94,157; Dia. 65 D, $121,110; total, $215,267.—Change of rate caused by paving North avenue.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 60 B, $132,145.—Change of rate caused by the paving of North avenue.

Reclassified from Rural Rate to City Rate for 1909—Dia. 63 A, $141,221.—Change of rate caused by paving of North and Walbrook avenues and 8th street.

Reclassified from Rural Rate to City Rate for 1909—Dia. 63 B, $126,031.—Change of rate caused by paving North and Walbrook avenues and 7th and 8th streets.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 96 B, $179,736; Dia. 96 A, $16,875; total, $196,611.—Change of rate caused by paving North avenue.

Reclassified from Rural Rate to City Rate for 1909—Dia. 124 C, $97,976.—Change of rate caused by paving Lombard street.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 82 A, $6,470; Dia. 82 B, $242,700; Dia. 82 C, $13,230; total, $262,400.—Change of rate caused by paving Edmondson avenue.

Reclassified from Rural Rate to City Rate for 1909—Dia. 56 B, $295,040; Dia. 56 C, $113,396; total, $408,436.—Change of rate caused by paving Butchers' lane.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 61 C, $5,600; Dia. 66 A, $8,050; total, $13,650.—Change of rate caused by paving Jefferson Place.

Reclassified from Rural Rate to City Rate for 1909—Dia. 61 B, $29,684; Dia. 66 A, $46,419; total, $76,103.—Change of rate caused by paving Jefferson Place.

Reclassified from Rural Rate to City Rate for 1909—Dia. 69 B, $70,683.—Change of rate caused by paving Twenty-eighth street.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 69 A, $20,000.—Change of rate caused by paving Twenty-eighth street.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 129 B, $4,257; Dia. 129 C, $13,089; Dia. 130 A, $7,405; Dia. 130 B, $14,700; Dia. 134, $12,483; total, $51,934.—Change of rate caused by paving of Millington avenue.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 134, $39,765; Dia. 129 D, $9,750; Dia. 129 A, $15,118; Dia. 128, $7,794; Dia. 132, $3,212; Dia. 131 B, $12,325; Dia. 131 A, $10,954; Dia. 133, $6,160; total, $105,078.—Change of rate caused by paving of Wilkens avenue.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 15 B, $88,005.—Change of rate caused by paving Robert avenue.

Reclassified from Rural Rate to City Rate for 1909—Dia. 74 E, $52,000; Dia. 75 A, $192,688; Dia. 69 B, $105,735; total, $350,423.—Change of rate caused by paving of Charles street.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 76 B, $14,305; Dia. 76 A, $12,067; Dia. 69 A, $17,000; total, $43,372.—Change of rate caused by paving Charles street.

Reclassified from Rural Rate to City Rate for 1909—Dia. 40, $101,237; Dia. 39, $259,819; total, $361,056.—Change of rate caused by paving of York road and Twenty-fourth street.

Reclassified from Rural Rate to Suburban Rate for 1909—Dia. 21 A, $154,186; Dia. 21 B, $46,475; Dia. 37 A, $35,660; Dia. 37 B, $55,733; Dia. 35 B, $40,375; Dia. 33, $55,320; Dia. 32 A, $6,110; Dia. 79 A, $36,898; Dia. 79 B, $24,025; Dia. 79 C, $28,359; Dia. 80 B, $20,650; Dia. 80 A, $33,133; Dia. 80 D, $23,195; Dia. 80 E, $17,327; Dia. 80 C, $10,361; Dia. 71 A, $79,738; Dia. 72 G, $111,457; Dia. 72 F, $116,906; Dia. 72 B, $18,000; Dia. 72 A, $50,167; Dia. 38 B, $14,620; Dia. 38 A, $33,874; Dia. 77 B, $25,825; Dia. 77 A, $13,621; Dia. 78 A, $148,083; total, $1,200,098.—Change of rate caused by paving York road.

Summary.

Total reclassified for 1909, Rural to City—$2,886,154.

Total reclassified for 1909, Rural to Suburban—$2,429,190.

Increased tax on $2,886,154 ($1.30 per $100)	$37,520.00
Increased tax on $2,429,190 (65 cents per $100)	15,789.73
Total	$53,309.73

The paving of Butchers' lane completed the block bounded by Butchers' lane, Pennsylvania avenue and North avenue.

The paving of Jefferson street completed the block bounded by Jefferson street, Oak street, Twenty-first and Twenty-third streets.

The paving of Twenty-eighth street completed the blocks bounded by Twenty-eighth street, Maryland avenue, Twenty-seventh street and Charles street; and by Twenty-eighth, Charles, Twenty-seventh and St. Paul streets.

The paving of Twenty-fourth street and of Barclay street, from York road to Barclay street, completed the blocks bounded by York road, Twenty-third, Barclay and Twenty-fourth streets; and by York road, Twenty-fourth, Belmont and Twenty-fifth, and by Belmont, Twenty-fourth, Barclay and Twenty-fifth streets.

The paving of Francis street and Woodbrook street completed the blocks bounded by Linden avenue, Francis, Whitelock and Retreat streets; and by Francis, Woodbrook, Whitelock and Retreat streets; and by Woodbrook street, Pennsylvania avenue, North avenue and Retreat street.

The paving of Thirty-first street completed the blocks bounded by Charles street, St. Paul street, Thirtieth and Thirty-first streets; and by St. Paul street, Calvert street, Thirtieth and Thirty-first streets.

The paving of 7th street, 8th street, Clifton and Walbrook avenues completed the blocks bounded by North avenue, 7th street, 8th street and Walbrook avenue; and by 7th street, 8th street, Walbrook and Clifton avenues; and by 8th street, 9th street, North avenue and Walbrook avenue.

The paving of Thirtieth street completed the block bounded by Thirtieth, Thirty-first, Charles and St. Paul streets.

The paving of a portion of Lenox street completed the blocks bounded by North avenue, Park avenue, Lenox street and Bolton street; and by Lenox street, Park avenue, Reservoir street and Bolton street.

The paving of Elm avenue, Potter, Blucher and Thirty-fifth streets completed the three blocks bounded by Third avenue on the north, Elm avenue on the west, Potter avenue on the south, and Chesnut avenue on the east.

The paving of North avenue and Smallwood street completed the blocks bounded by North avenue, Payson street, Walbrook avenue and Pulaski street; and by Pulaski street, Walbrook avenue, Smallwood street and North avenue.

The paving of Lombard street, from Catharine to Wilkens avenue, and of Catharine street, from Frederick road to Lombard street, completed the block bounded by Catharine street, Wilkens avenue, Frederick road and Lombard street.

The paving of York road and of Twenty-first street, from York road to Barclay street, completed the blocks bounded by North avenue on the south to Twenty-fifth street on the north, and Barclay and Belmont streets on the west, and by North avenue on the south, Twenty-second street on the north and Cromwell street on the east.

The paving of Springdale, Granada and Oakfield avenues completed the block bounded by Maine avenue, Oakfield, Springdale and Granada avenues.

COMMISSIONER OF STREET CLEANING.

The Tremendous Volume of Work and the Multiplicity of Duties of This Big Department.

JOSEPH L. WICKES, Commissioner.

On January 1, 1908, complying with Ordinance No. 245, approved March 23, 1907, the Baltimore Sanitary Contracting Company turned over its entire outfit, including stables, harness, horses, carts, wharves, shops, machinery, etc., to the Mayor and City Council of Baltimore to be operated by the Street Cleaning Department for the removal of perishable and non-perishable household waste.

The Commissioner of Street Cleaning, after carefully going into the matter, decided that the city had better contract for the removal and final disposition of garbage, dead animals and market refuse. Specifications were prepared and bids were

received three separate times, and the contract finally awarded to the Southern Product Company. There was a considerable fight over this contract and matters were made very much harder by an Act of the Legislature in Session of 1908 prohibiting the erection of the reduction plant within a radius of nine miles of the Lazaretto Light in Baltimore harbor. This, of course, involved additional expenditure for towage, more seaworthy equipment, and other matters going to make up the removal to some more distant point than had been before contemplated. The contract for the removal and final disposition was finally awarded May 11, 1908, and the contractors purchased the right of use to the reduction plant and its appurtenances for a period of ten years for the sum of $100,000, the plant to become the property of the city at the termination of the ten-year period and to be in as good condition as when received, ordinary wear and tear excepted.

The contractors purchased a tract of land at Bodkin Creek and are at the present time engaged in the removal and erection of the plant at this point, and say it will be in operation very shortly.

Incident to the taking over of the collecting equipment by the city, a reorganization of this Department became necessary. To meet the changed conditions, the Department was divided into two divisions, each separate and distinct from the other. The Sanitary Division was placed in the charge and under the supervision of Mr. B. Preston Usilton, with the title of "General Superintendent." He assumed charge of the equipment, and the four sanitary superintendents were placed under his direction. The personnel of this division was taken over from the Baltimore Sanitary Contracting Company in toto, and the only changes were made for cause. The repairs to carts and harness have almost entirely been made in our own shops, and very much cheaper than we could have gotten the same work done by outside people, and the equipment at the present writing is in much better condition than when we received it.

As comparison is the means of showing relative efficiency in any service, it may not be considered in bad taste for me to give figures showing the number of complaints that came in at certain stated intervals of 1903, the year I took charge of the Department, and in 1904, as compared with 1908. For some unknown reason, most of the records of 1903 in relation to complaints received that year are missing, and it is therefore only possible to make a partial comparison. The record as shown in the table below for 1903 is all the record we are able to find for that year. The figures set opposite the year 1904 and year 1908 are for corresponding dates of year 1903, and it is fair to assume that the improvement shown in this service on these dates would continue in the same ratio if the complete records of the year 1903 were available.

	1903	1904	1908
February 14 to 28, inclusive	141	82	16
March 1 to 31, inclusive	169	136	13
April 1 to 24, inclusive	146	24	3
May 19 to 29, inclusive	351	26	2
Complaints for 24 days, from June 1 to 30, inc.	328	41	11
Complaints for 14 days, from July 1 to 22, inc.	175	24	4
	1,310	333	49

These figures are the best commentary I can make on the improvement in this service from year to year, and I think the conditions now existing in this city in this regard compare favorably with any city in the world.

The total cost for the collection, the removal and final disposition of household waste for this year was $214,013.35; dividing this by 365 days, you get the cost per day, or $586.33; dividing this again by 600,000, the approximate population of Baltimore at the present time, you get .00097, or less than one mill per day per capita. According to the police census taken in 1907, there are 114,168 buildings of all kinds in the city. Dividing 114,168 into $586.33, we have .00513, or one-half cent per building per day for this removal. I do not think anybody would consider this price excessive for the removal of ashes, garbage, etc.

Receptacles.

It is to be hoped that in the near future an ordinance will be passed by the Mayor and City Council making it obligatory on the householders to provide themselves with receptacles of galvanized iron, or some other suitable material, not exceeding one bushel in capacity and provided with a tight fitting cover. That a provision of this kind will be proper and reasonable can be readily understood by any one who will stop to consider that in summer much could be done by this means to lessen the odor of garbage, both by its being kept covered, and also from the nature of the material out of which it is constructed. Using a cover would prevent rain from getting into the ashes, where in winter it very often freezes, making their removal almost an impossibility. At the present time everything is used for the reception of household waste—from a newspaper to a hogshead. This lack of uniformity not only creates very unsanitary conditions, but makes it exceedingly difficult to collect. It is not an unusual thing to see household waste and rubbish placed in an old peach basket, old burlap bagging, and other kindred unsanitary receptacles. It can be noticed almost every day that the garbage man in picking up some receptacle full of household waste will cause the bottom to come out, thus scattering the waste over the street. This necessitates a great deal of trouble and loss of time on the part of the driver, with a corresponding delay in performing the remainder of his day's work. A uniform receptacle such as described above would remedy these conditions.

Street Cleaning Division.

The work of the Street Cleaning Division has very materially increased during the past year, due to the large amount of improved pavement laid in the Annex, and the very decided increase in the number of times we are cleaning streets already paved. It is a matter of physical impossibility to clean rough cobble street and the best that can be done is to take the worst off, but much remains that is impossible to remove by any

ordinary method. Smooth pavements are kept in as good condition as the small force at my disposal will permit of. Many of the smooth pavement men have more to do than is possible for one man to accomplish, and these men we try to aid as much as is practicable by having the streets machine-swept at certain stated intervals. This work will be still more aided by the use of a street cleaning device made for the express purpose of cleaning smooth pavements. This device has been in use in Germany for several years, and last year was adopted by New York city. During a recent visit to New York I saw the machines in operation, and Commissioner Crowell gave them his most unqualified approval, and I believe has ordered 48 or 50 of them for use in that city.

It is obviously impossible to remove the dust from any pavement by the ordinary broom, and the only way a pavement can be cleaned in a sanitary manner is by water. The expense of flushing streets with hose when done in large quantities is prohibitive, and these street washing machines, so far as I am aware, are the only way of flushing the streets at an expense that makes it practical.

The use of rubbish cans on street corners has proven so satisfactory that this service has been materially increased by the purchase and use of fifty additional cans, placed at various points in the business district.

Litter From Vehicles.

One of the most prolific sources of street dirt is material unlawfully cast into the street, and while it is impossible to estimate the cost of its removal, it amounts to a very considerable sum in the course of a year. The principal causes of this unlawful class of street dirt are litter by pedestrians, the droppings from overloaded and leaky wagons and carts, and the debris from building operations. The contractors working under the Sewerage Commission have been particularly ener-

getic in the violation of Sections 46, 47 and 48 of Article 25 of City Code of 1906, viz.:

No person shall allow any cart or vehicle to be so fully loaded, or being in such bad condition of repair, or of such faulty construction, or being so improperly drawn or managed, that any offensive liquid or any garbage, rubbish, offal, dirt or material thereon shall escape, leak or fall therefrom upon or in any street, lane, alley, place or premises; and it shall be the duty of every such person to at once replace on such vehicle whatever has so escaped, leaked or fallen therefrom.

Any person who violates, disobeys, omits, neglects or refuses to comply with, or resists any of the provisions of Sections 43 to 46, inclusive, of this Article, shall be subject to a fine of not more than twenty dollars ($20) for each offense; provided, that the provisions of said sections shall apply to the removal of stable manure only so far as overloading and spilling on the streets.

The owner of every cart, wagon or other carriage employed in removing or carrying any sand, ashes, dirt, gravel, loam, earth, manure, filth, stone, brick or coal, over any of the streets, lanes or alleys of the city, shall have and keep the same in such tight and secure condition as that such ashes, sand, dirt, gravel, loam, earth, manure, filth, stone, bricks or coal shall not be scattered or suffered to fall on any of the streets, lanes or alleys aforesaid, under the penalty of two dollars.

I have been making every effort to get this matter adjusted to the satisfaction of all parties concerned, but at this writing have been unable to come to an agreement. Some of the contractors have from time to time made promises which, if carried out at all, were carried out in a very perfunctory manner. If the above referred to sections of the City Code, and Section 69 of Article 25 are enforced to even a reasonable degree, the cost of cleaning would be very materially reduced, and the appearance of the streets improved correspondingly. Similar laws are enforced in many European and some American cities and could be enforced here.

Final Disposition—Dumps and Incinerating Plants.

The question of the final disposition of the organic refuse of the city has been disposed of by the removal of all garbage to a point about twelve miles from the city limits, there to be reduced

in a sanitary manner. This perishable waste is, however, but a small proportion of the city's refuse, and how to dispose of the balance is a question that in my opinion is one of the most important municipal problems we have confronting us. The Commissioner, accompanied by his Honor the Mayor, went on to New York during the past summer to look into the method of final disposition of that city, and as a result of this visit a method of final disposition was worked up which would have relieved the situation in this city to a considerable degree. The necessary money was asked from the Board of Estimates to carry this into effect, but the entire amount was stricken from the estimate, and I am free to confess to a considerable amount of anxiety as to what the outcome will be during the coming year. Several of our more important dumps have been taken from us by their owners; others are filled up. Every day the situation is becoming more acute, for which there seems to be no remedy, in view of the fact that there are no funds available for the use of this Department to make any changes in the system, and not the least important feature of this matter is the nuisance that these dumps are bound to be to people living in their immediate neighborhood, which is evidenced by the large number of complaints we have regarding them. Every effort is made to keep the dumps free from organic matter, but even though not one pound of organic matter reaches them, they are bound to be objectionable and a menace to the general comfort of people living in their vicinity.

Sewers.

The large amount of storm-water sewers which have and are being constructed by the Sewerage Commission, with a corresponding increase in the number of inlets, have greatly enlarged the duties of the sewer-gangs, so that at the present time it is impossible for us to give the attention to each individual place as we have done in years past. The new inlets are very much harder to keep clean, as they are smaller and choke more readily than the old large inlets did.

Prevention of Dust.

The invention, perfecting and general use of the automobile during the past few years has presented a new problem that has to be dealt with by road engineers and city officials. The stone road as originally built seemed to answer every purpose for ordinary traffic, and while the dust was at all times more or less of a nuisance, it was never considered so bad as to be deleterious to general health or to have much effect on the wearing qualities of the road. Since the automobile has come into general use the conditions have changed so much as to have caused almost a revolution in the art of road building.

From the fact that the Street Cleaning Department possessed a lot of sprinkling wagons it seems that I was the city official to fall heir to the solving of the dust problem. The maintenance of macadam road and the laying of dust are so intimately connected that it is exceedingly difficult to separate them because the dust or top covering of the macadam road is the cushion or binder that prevents the road from disintegrating under traffic. The size of automobiles and the velocity with which they travel blow this top covering from the surface and leave the heavier portions of the road exposed and the prevention of dust means in a large manner the preservation of the road.

The old method of sprinkling by water was both expensive and unsatisfactory, as it requires the constant going over of the same piece of road to obtain results of only the most temporary character. If the last sprinkling is done by four o'clock in the afternoon, by six o'clock on a hot day the roads have entirely dried up and the dust is flying until the next application, the next morning. To obtain a substitute for water and one that would last not only the entire twenty-four hours, but for weeks, has occupied the attention of engineers and road builders for some years past with very varying results in efficiency, from bitulithic pavement to the oil emulsions which are applied by means of the sprinkling wagon. The various methods used are too numerous to attempt to mention in a report of this kind. I

will only say that I have investigated the matter of dust-laying and road-preservation to a considerable extent, and during the past season have been using a preparation which has given every satisfaction, not only in regard to laying dust, but also to preservation of roads.

In the City of Boston, the Commissioner made some experiments with calcium chloride, which is a by-product of the ammoniac process of making bicarbonate of soda from chloride of sodium or common salt. The theory of this was to accumulate and hold the moisture in the atmosphere, so that sprinkling with water would not be necessary more than once a day, or once every two days in dry weather. In very damp climates this has given satisfactory results, but I doubt whether it would do well in and around this city.

Mr. Manning, Superintendent of Parks, manufactured his own emulsion and applied it, using the following formula which he obtained from Mr. John A. Pettigrew, Superintendent of Parks, Boston, Mass. Formula is:

"Ten to fifteen pounds of soap dissolved in fifty gallons of water to about one hundred gallons of petroleum. The soap was placed in barrels of water and dissolved by steam heat, then pumped into stock reservoirs, which are simply street sprinkling wagons. To each barrel of soap and water, two barrels of petroleum are added. The pump is then attached to the tank of the sprinkling wagon and the contents agitated until emulsified. This forms the stock which contains 66% of petroleum. The stock is then run out to the work, and forms a supply for the sprinklers on the drives, transfer being made by gravity fall, stock wagons being set on slight elevations and large transferring hose used."

I watched Mr. Manning's experiments in Druid Hill Park with a great deal of interest, and while his preparation was entirely successful in laying the dust, the odor arising from it was such as to make it prohibitive for use along roads which are lined with dwelling houses on either side.

I went to Philadelphia and watched a number of experiments of a similar nature, and finally adopted a preparation made by the Good Roads Company of America, known as "Terracolio," which was used on Park Heights avenue, the St. Paul

Street Boulevard, Edmondson avenue, Walbrook, and other points with success, at a cost of from $2\frac{11}{20}$ cents per square yard of road, according to traffic for the season. The first application of this preparation was made in about proportion of 18% of Terracolio to 82% of water; the second application was 9% of Terracolio to 91% of water; all subsequent applications made at intervals of from ten days to two weeks were 5% of Terracolio to 95% of water.

The application of an emulsion such as these described has the advantage of keeping the road open to traffic even during the time of application, but their effect is only temporary at the best. The use of various oils in their crude state has been tried, but most of these trials have been unsuccessful, especially with the oils having a paraffin or naphtha base. The results obtained from crude oils with an asphaltum base have been more satisfactory, but they are far from ideal, owing to the difficulty of application and because they get over everything and everybody.

In company with Captain Crosby, Chief Engineer of the Good Roads Commission, the Baltimore County Commissioners, and Engineer Shirley, I visited Washington for the purpose of inspecting a piece of road treated with a preparation called "Asphaltoilene," which is a specially prepared Kentucky oil with a heavy asphaltic base. This was applied to an ordinary macadam road, covered with screenings, and rolled with a steam roller. This piece of road had been laid for about five months, and while under heavy automobile traffic, was in splendid condition, looking not unlike India rubber. It is claimed that a single treatment of Asphaltoilene will last from two to four years, according to local conditions, and the cost is given at about four cents per square yard of road. Should this hold good, it would seem that the paving problem for light traffic streets is near a satisfactory solution. It is the intention to give this a trial in Baltimore during the coming year.

ELECTRICAL COMMISSION.

Record Showing Extension and Revenues of the Department—Prospective Work Under New Loan.

CHARLES E. PHELPS, JR., Chief Engineer.

Referring to the operations of this Department for the year 1908, I beg to report as follows:

Conduit Constructed.

There were constructed during the year 755,300.60 feet of conduits, divided:

Trunk and service distribution	659,443.50
Lateral distribution	82,072.00
S. and "Burnt District"	13,785.10
Total	755,300.60

(The above figures are subject to slight revision when December measurements have been completed).

Poles Removed.

All poles and wires were removed from the following streets and districts:

Broadway, from Baltimore street to water front.
Calvert street, from Saratoga to Centre streets.
Centre street, from Calvert to Howard streets.
District bounded by Saratoga, Greene, Eutaw and Pratt streets.
Franklin street, from Howard to Greene streets.
Howard street, from Franklin to Monument streets.
Mulberry street, from Charles to Greene streets.
Light street, from Pratt to Lee streets.
Conway street, from Hanover to Light streets.

Conduit Rentals.

Rentals collected during 1908	$87,397.33
Rentals now billed and accrued during 1908; collectible 1909	18,433.81
Total revenue	$105,831.14

Trunk line, Pennsylvania avenue, from Pretson street to Clifton avenue.

Service and distribution line, Pennsylvania avenue, from Franklin to Presstman streets.

House to house distribution, Pennsylvania avenue, from Franklin to Presstman street, including Lafayette Market.

Baltimore street, from Greene to Fremont streets.

Holliday street, from Saratoga to Centre streets, including Bath, Mulberry and Franklin streets.

North street, from Saratoga to Centre streets, including Bath, Mulberry and Franklin streets.

Lateral distribution line, section bounded by Centre street, Jones' Falls, North avenue and Druid Hill avenue.

Section bounded by Pratt, Fremont and Eutaw streets.

District bounded by Camden, Howard, Barre and Hanover streets.

DEPARTMENT OF LEGISLATIVE REFERENCE.

Is Rapidly Becoming a Popular City Information Bureau, to Which Many People Are Applying.

HORACE E. FLACK, Executive.

The past year has demonstrated to a greater extent than the previous year that the Department of Legislative Reference has its place in the city government and that it performs duties which no other Department is in a position to perform. It has also been fully demonstrated that officials and the public generally will use the material and data which have been collected. The past year was also the first year in which the Legislature has been in session since the Department was created. The Department was called upon by quite a number of the members of the Legislature, and in every case we were able to give at least some information on the subjects about which information was desired. Among the more important subjects about which information was desired by members of the Legislature may be mentioned the following: Inheritance taxes, corrupt practices at elections, printing of bills, good roads, gas and electric light

rates, grain inspection, oyster laws, railway rate regulation, electrocution, divorce laws, pensions for firemen and policemen, public schools, pensions for school teachers, and several other topics. It is anticipated that there will be a greater demand on the Department by members of the next Legislature, and it may become advisable to establish a branch office at Annapolis during the session of the Legislature.

Since the adjournment of the Legislature, members of some of the commissions appointed by the Governor to investigate certain subjects have called upon the Department to assist them. Considerable information has been placed at the disposal of the commissions which are considering the subjects of public printing and legislative expenses.

There has been an increased demand for information by city officials and members of the City Council. Among the subjects on which information has been requested are the following: Licensing and muzzling of dogs, inspection of milk and dairies, plumbing laws, abolishment of grade crossings, license fees for theatres, moving picture shows, and license fees in general, building regulations, smoke nuisance, salaries of city officials, the use of school buildings for social, educational and neighborhood purposes, taxation of street railways, how plans for public buildings are adopted, how representatives in the several State Legislatures are apportioned, removal of ashes from office buildings, etc., inspection of electric meters and other subjects. There have been numerous requests from individuals for information on a variety of subjects. It may also be pointed out that the Department is serving a useful purpose in giving information about Baltimore to other cities. In this way, mutual co-operation and exchange of information are promoted.

During the year there were added to our collection 166 books and 743 pamphlets, making a total of 866 books and 2,731 pamphlets. This does not include clippings and magazines, of which there is quite a collection.

There seems to be a growing interest in reference libraries for cities, and at the last meeting of the National Municipal League, held at Pittsburgh, November 16-19, I read a paper on Municipal Reference Libraries.

FREE PUBLIC BATH COMMISSION.

Growing Practical Importance of This Department — Is Becoming Yearly More and More Popular.

EUGENE LEVERING, Chairman.
WILLIAM H. MORRISS,
MARY SHERWOOD,
JOSEPH E. GICHNER,
WILLIAM A. EISENBRANDT,
OREGON M. DENNIS,
A. C. HUTHWELKER,
} Commissioners.

The Public Baths Commission, the youngest municipal department, occupies itself with a class of work which seems of subordinate importance in a city—e. g.: (1) Supplying the people with conveniences for bathing, and washing their clothing; (2) Managing public swimming places for summer recreation; (3) Conducting convenience stations for the public in various sections of the city.

The figures herewith are practically complete for 1908, and show 822,245 patrons for the year:

TOTAL PATRONS.

	1908.	1907.
Walters' Baths No. 1	237,562	228,741
Walters' Baths No. 2	113,136	90,251
Walters' Baths No. 3	28,504	23,959
Patterson Park	89,597	60,343
Outdoors	124,582	96,504
	593,381	499,798
Public Comfort Station	228,864	Not open.
	822,245	.....

Comparing these, we find that the number of bath patrons has increased 94,000 over those for 1907, and at each bathing place a material increase has taken place, amounting to about 30,000 at Patterson Park, and 23,000 at Walters' Baths No. 2, and 28,000 at the outdoor swimming baths.

The hot summer of 1908 accounts for a large part of the increase at the outdoor swimming baths, but at the indoor cleansing bath houses most of the large increase is due to the public's growing demand for these baths.

The first Walters' Baths, opened in 1899, has now about reached the limit of its capacity, and during the entire year a daily average of 650 is maintained, while during the summer season the daily average is over 1,000 patrons, sometimes reaching 2,000.

The Walters' Bath Nos. 2 and 3 show steady growth, the No. 2 Baths having passed for the first time the 100,000 mark of annual patronage.

The increased accommodations, enlarged lake, and new time limit to each bather at Patterson Park swimming pool, show their value also in an increase of 30,000 over 1907.

Public Comfort Station.

The Commission is especially gratified at the success of the Public Comfort Station on Market Place and Lombard street. This building was opened on May 4, and within a month or six weeks the number of daily patrons reached 1,000 or 1,200, and these figures have grown so that up to December 31 over 225,000 persons have used the house.

The surrounding neighborhood has been helped by it; many merchants of the vicinity have expressed their satisfaction with the good order and cleanliness of the place, and besides these, the transient marketmen, farmers, boatmen, and citizens generally have been among the patrons.

One feature has been the supply of cold water to the drinking fountains there during the summer months, at an expense of

about $150 for ice, and by a fairly accurate count from 6,000 to 10,000 persons daily have used the fountains in summer.

The house, although used so extensively by a promiscuous crowd, is kept odorless, scrupulously clean and orderly.

Unexpectedly also there has been a revenue of $169 from fees for towels, etc.

The success of this first convenience station is so marked that from several other sections of our city requests for similar places have been received.

A petition signed by forty merchants and other residents of Northeast Baltimore was presented to our Commission and sent to the Board of Estimates, asking for the establishment of a public comfort station in the neighborhood of Belair Market.

The Northwestern Improvement Association asks for the establishment of such stations at each one of the market houses.

The Board of Estimates, in response to these requests, has appropriated $25,000 for the erection during 1909 of a Bath House in Northeast Baltimore, to which shall be attached also a public comfort station under the same roof.

The site of this new establishment is by the ordinance to be in the district bounded by Fayette, North, Madison streets and Broadway, and the Commission expect to begin the erection of the house early in 1909.

Portable Shower Baths.

During the past summer a suggestion in one of the New York magazines prompted our Commission to establish as an experiment, on Fells' Point, a cheap portable bath, open during the warm weather.

By the kindness of the Pennsylvania Railroad Company, the use of a vacant lot at Bond street and Eastern avenue was granted us.

Here in a tent a temporary water connection with the city mains was made, and shower baths with cold water were given

to about 500 men and boys during the few days the tent remained.

The experiment was made at the end of the summer, but it was so successful that we expect next summer, by these temporary structures, to reach in various crowded sections of the city many persons to whom a cool, cleansing bath is not accessible.

For this purpose the Board of Estimates has appropriated $1,000 with which to establish baths for eight weeks during the summer in six or eight sections of the city: such as Fells' Point, Canton, South Baltimore, Hampden, Woodberry.

The Harbor Baths.

These bathing places, being the original public baths of the city, are situated on the harbor, and notwithstanding the polluted condition of the water there, they are largely used; this past summer showing a patronage of 124,582, or 28,000 more than in 1907.

The condition of the water of the harbor is such that the public baths there must eventually be abandoned, and we again recommend, as in several previous years, the establishment of bathing places in the public parks, like that which has been so successful at Patterson Park.

Eventually, the Board of Park Commissioners expects such swimming pools to be built in Clifton and Carroll Parks.

Illustrations of Public Baths.

The Commission has procured pictures of municipal baths from various cities, and arranged them in order for projection on a screen.

In connection with these pictures, general explanatory lectures have been given a number of times, and the Commission believes that they are especially adapted for the purpose of educating the public as to the value of municipal baths.

(1) The laundry at No. 3 Baths has had an unusually active year; the number of fees received being larger than from any other of the public laundries, and thus has proven the popularity and value of this department to those who would otherwise be obliged to do their family washing in close and narrow quarters of streets or alleys.

(2) During the past hot summer the use of the bathing pools at Patterson Park was a "Godsend" to thousands who were obliged to remain in the city during the summer. On several days over 2,000 persons enjoyed the pleasure of a plunge in the pools. With the total patronage of 90,000, we are glad to report a larger percentage of women and girls, the number being this year an average of about 10%. The Park Board have arranged to illuminate the large pool during next season, and this will accommodate many working people who are unable to visit the baths during the day.

HARBOR BOARD.

Great Progress in the Work of Constructing Our Great Dock System—Plans for 1909.

OSCAR F. LACKEY, Engineer, President.
CLARENCE SHRIVER,
M. H. GOODRICH.
WILLIAM D. SANNER,
J. FRANK THOMPSON,
} **Harbor Board.**

The beginning of the year 1908 we endeavored to have completed Piers 1 and 2, under contract with the Degnon Contracting Company of New York. Pier 3 was the first pier under the Degnon contract to be completed, and same was turned over to the Merchants and Miners Transportation Company May 18, 1907, at an annual rental of $40,000.

All of the work on Piers 1, 2 and 3, together with the Pratt street bulkhead, under contract with the Degnon Contracting

Company, was officially finished on April 8, 1908, three months ahead of their nine months extension of time.

Pier space has been leased by the Board of Estimates as follows: Chesapeake and Atlantic Railway Company, comprising 40,244 sq. ft. at 40c. a ft., or at the annual rental of $16,097.60.

The east side of Pier 1 was leased by the city to the United Fruit Company at a rental of 36c. per sq. ft. This part of the pier contains 41,860 sq. ft., which at 36c. is $15,071.04 per year rental.

On Pier 2, the Atlantic Fruit Company have leased 26,848.65 sq. ft. on the southwest corner of pier at a rental of 36c. per sq. ft., or $9,665.51 per year.

The Standard Oil Company have leased 10,016.11 sq. ft. on Pier 2 at the rate of 36c. per sq. ft. on the northwest corner, or at an annual rental of $3,605.80.

The Lanasa & Goffe Company have leased 25,934 sq. ft. on the southeast corner of Pier 2 at 36c. per sq. ft., or an annual rental of $9,336.24.

The Martin Wagner Company have leased 8,083.84 sq. ft. at the northeast corner of Pier 2 at the rate of 36c. per sq. ft., or an annual rental of $2,910.18.

There still remains unleased on Pier 2, 55,991 sq. ft., which when rented at the same price as the other space on pier, will bring to the city an annual rental of $20,156.76, and I have recommended to the City Comptroller that the unleased portion of Pier 2 on the west side remain in the possession of the city until such a time that work on Piers 4, 5 and 6 has advanced to a point where some of the vessels can be converted, and thus relieve the congestion in the harbor and port as much as possible.

In addition to the money derived from these piers, the city has also leased to the Baltimore-Philadelphia Steamboat Company, 101′ 6½″ of the Pratt street bulkhead east from Light street, for which said company pays to the city a sum of $10,000 a year.

All leases so far entered into by the city for space on piers are for a term of 50 years, and the lease provides:

"That upon the expiration of said period of ten years and of every recurring period of ten years, there shall be a revaluation of the annual compensation to be paid by the said grantee, its successors or assigns, for the succeeding period of ten years of said grant, the said annual compensation, however, never to be revalued at less than the first valuation of the property under the original grant."

The total revenue to the city from the Pratt street bulkhead and Piers 1, 2 and 3 would be as follows:

Pratt Street Bulkhead.	
Baltimore-Philadelphia Steamship Company	$10,000.00
Pier 1.	
Baltimore, Chesapeake and Atlantic Railway Company	16,097.60
United Fruit Company	15,071.04
Pier 2.	
Atlantic Fruit Company	9,665.51
Standard Oil Company	3,605.80
Lanasa & Goffe	9,336.24
Martin Wagner	2,910.18
Unleased portion	20,156.76
Pier 3.	
Merchants and Miners' Transportation Company	40,000.00
Making a total of	$126,843.13

In reference to the cost of Piers 1, 2 and 3, I take this occasion to relieve the minds of a great many, it being believed by a few that these piers were built under a contract with the Degnon Contracting Company at a cost of $235,000.

Taking the figures as given on our books, that is, the total rental value of piers and Pratt street bulkhead, $126,843.13, and the *total actual cost of construction* of piers, $549,836.05,

it can be seen that the rental value of piers is 23% of the actual cost of construction. This cannot be figured, of course, as the rate of interest paid to the city, as in addition to the cost of construction of piers, as given by me, there must be added what the city paid for the property, its loss of taxes, etc., which no doubt will be covered in the report of the City Register.

Piers 4, 5 and 6.

In January, 1908, plans were started for Piers 4, 5 and 6. The original line of these piers, as shown in the plan of the Burnt District Commission and approved by the old Harbor Board, were somewhat altered. At the end of Pier 4 a slip 75 ft. wide, running from the south end of pier to the south side of Wood street, was introduced, and the east face of pier thrown 10 ft. further east. In view of the fact that Pier 4 is to be used exclusively for small bay craft, such as oyster, produce and fruit boats, this Board did not see the need for a pier 210 ft. in width, and I recommended the adoption of a slip which would increase the length of the bulkhead by 726 ft. The east wall was moved 10 ft. further east for the purpose of widening the street and making more accessible the end of pier. The width of Pier 5 at the south end was decreased from 365 ft. to 315 ft., and Pier 6 increased, at the south end, from 188 ft. to 247 ft.

The dock space at Pratt street, between Piers 5 and 6, is but 90 ft. in width, widening out at about half way to 150 ft. The lessee of the east side of Pier 5 would require certainly not less than 75 ft. width of dock, and the lessee of the west side of Pier 6 an equal width, which could not be had where the width of dock is but 90 ft., and consequently some provision had to be made to make the north half of Pier 6 available as a pier, and the Harbor Board recommended that Eastern avenue and Canton avenue bridges be removed and Jones' Falls turned into a dock. To do this required the dredging of Jones' Falls. The foundation of the wall on East Falls avenue and the condition of the old wall made necessary its removal, for the sheet piles retaining the fill back of wall averaged in length about 14 ft.,

and the bearing piles under the wall varied from 14 to 20 ft. in length. To have done any dredging, without first putting a new foundation under this wall, would have caused the entire collapse of same, and for this reason a new bulkhead is being constructed.

Plans for the construction of steel and concrete piers, to be known as Piers 4, 5, 6 and East Falls Avenue, together with a cross section of a pile and timber construction for same, were placed before the Harbor Board and the former approved. The question of constructing reinforced concrete and steel piers in preference to pile and timber caused a great deal of uneasiness in the minds of a few, and after both plans for piers had been thoroughly discussed and explained to the members of the Harbor Board, the concrete construction met with their approval.

One of the reasons for designing reinforced concrete piers, in addition to the fact that they are equally as cheap, if not cheaper, than pile and timber, was to build something which, in the event that the teredo makes its appearance, would withstand the ravages of this worm. There seems to be a great deal of diversity of opinion in reference to the teredo making his appearance in the upper harbor. The teredo has been at Norfolk for the last fifty years. In 1886 it was first discovered at Annapolis and since then has made his way up the Bay as far as Bear Creek, where he was discovered about three years ago. The Harbor Engineer visited Bear Creek and secured some samples of the water under the United Railway Company's trestle at a point where the teredo had been discovered and where he now exists, and found the density of the water to be equal to 1.00-17. He then took some samples of water in our upper harbor at the foot of Union Dock. The density of this water showed a specific gravity of 1.00-24. The same analysis were given by the Board of Health and Penniman and Brown, chemists. This is conclusive proof that the density of water being greater at Union Dock than it is at Bear Creek.

that the water is of sufficient density for the existence of the teredo, although there have been several opinions rendered to the contrary.

Another theory advanced is, that there is too much oil to permit of the teredo in the upper harbor. The teredo enters a pile from the water mark to 4 ft. below, or in some instances as far as 10 ft. below. Oil floats on the surface and we cannot see how that would effect the teredo.

Another theory is that the harbor is in too filthy a condition, due to the discharge of the sewerage into same. This is a preventative so long as it lasts, but in the course of the next *eight or ten years* the sewage now entering into the harbor will be cared for and diverted elsewhere by the new sewerage system.

Granting that the density of the water was not sufficiently great to permit the teredo to live, it must be remembered that the Government is now digging a channel in the Chesapeake Bay 600 ft. wide and 55 ft. deep, which when completed will greatly increase the volume of salt water entering the harbor and consequently its density. To spend $135,000 now for reinforced concrete sheet piling, over and above what timber sheet piling would cost, appears to us to be a very excellent investment for the city, for we believe that unquestionably within the *next ten years,* in the event that timber sheet piling is driven, that it will have to be repaired from year to year at a great expense to the city, in addition to greatly inconveniencing the shipping interests and the commerce of the City of Baltimore.

The Harbor Board recommended to the Board of Awards that two pile and timber piers, to be known as temporary piers and to be numbered 7 and 8, be constructed and located running south from Lancaster street just east of East Falls avenue. Pier 7 to be 400 ft. long, 100 ft. wide, and Pier 8, 500 ft. long and 130 ft. wide, with a dock space between of 150 ft. in width, minimum depth of water 20 ft. The object of this recommendation was to provide piers to relieve the congestion during the construction of Piers 4, 5 and 6. The recommendation

was approved by the Board of Awards and the Board of Estimates set aside $60,000 for the construction of these piers.

Piers 4, 5 and 6.

Bids were invited for the construction of these piers and were opened before the Board of Awards on March 11, 1908. There were but three bidders.

Sanford and Brooks being the lowest bidders, contract was awarded March 25, 1908. Contract and bond were signed and actual work on construction started May 11, 1908.

The first operations were started with the removal of stone wall forming bulkhead on the north side of Block street, work starting a little later on the west side of Pier 4. The work has progressed entirely satisfactorily, and below is a table giving the relative quantity of work completed on each pier.

Amount of bulkhead completed	525 ft.
Amount of bulkhead opened up in course of operation	3,665 ft.
Percentage of bulkhead completed and opened up	38.4%

	Total paid to date.	20% retained.	Total amount of work completed.	Percentage completed.
Pier 4	$60,292.27	$15,073.07	$75,365.34	30.5 %
Pier 5		Nothing done on this pier.		
Pier 6	60,720.13	15,180.03	75,900.16	28.7 %
East Falls Ave.	100,043.56	25,010.89	125,054.45	58.1 %
Amount of entire contract completed			276,319.95	
Percentage completed				22.6 %
Percentage of time charged				26.3 %
Percentage of construction completed				20.25%
Percentage of dredging completed				31.57%

Bids were invited for the construction of Piers 7 and 8 and opened before the Board of Awards August 12, 1908. There were seven bidders—Phœnix Company, Armstrong & Latta, W. L. Miller, Andrew Miller, Sanford & Brooks Contracting Company, McLean Contracting Company, and Benj. Glenn. Bids were submitted on a unit basis and after same had been opened and read before the Board of Awards, they were re-

ferred to the Harbor Engineer for tabulation. The Harbor Board recommended to the Board of Awards that the contract be given to the Sanford and Brooks Contracting Company, the lowest bidder, the actual cost of the two piers amounting to approximately $50,000. Contract was awarded August 19, 1908, and work started September 6, 1908, the same to be completed February 12, 1909.

Pier 8 was completed January 1, 1909, and previous to its completion the Harbor Master had rented out the water end of pier, and two days later there was piled on same 200,000 ft. of lumber, producing for the city immediate returns.

Pier 7 will be completed on or about January 15.

Cost of Iceboat.

The Harbor Board here desire to call your Honor's attention to the deficit of $5,028.07 in repair of Iceboat Annapolis, and the cause for same. In estimating the cost of repairs of the wheels of both boats, they were first carefully examined and inspected and all defective timber in sight was included in an estimate for repairs, but after buckets were removed from the arms of wheels and the defective decking removed, a great number of other arms hidden and closed over by segments and buckets of wheels were found defective and had to be renewed. Further, in removing the old decking, timbers under same and the sills of house were found to be in a very rotten state, making also necessary the renewal of same. After all the repairs were made by this Department, the United States Government Inspectors required in addition over $3,000 worth of work on boilers, life boats, etc.

For a great number of years it has been the custom of the State to set aside at each session of the Legislature, $10,000 towards the repairs of the Iceboat Annapolis, and the Harbor Board, feeling that there would be no exception made to this usual appropriation, figured on getting possession of this quantity of money, and consequently cut $10,000 out of the necessary

appropriation as set aside by the city for the maintenance of iceboats in 1908.

The usual bill was placed before the last General Assembly at Annapolis, setting aside an appropriation of $10,000 for Iceboat Annapolis, and that measure passed both branches unanimously, but when placed before the Governor for his signature, was vetoed and bill changed, appropriating only $5,000 of the $10,000 asked, upon which the Harbor Board had figured to meet the expenses of the Department, which naturally embarrassed the Department, in view of the fact that had not these repairs been made on the iceboats they would not have passed the United States Government inspection and would have been unavailable for service.

We feel that the action of the Governor in vetoing this bill was unwarranted, as it is absolutely necessary to keep open the commerce of the port during the ice season, which cannot be done unless the iceboats are kept up to their maximum efficiency.

The Iceboat Annapolis is used entirely as a State boat, keeping open the navigable waters of the State so far as she is able, that the Bay boats might enter the port during the ice blockade.

The Iceboat Annapolis each year renders the greatest assistance and aid to navigation and we feel that in vetoing this bill that the Governor has taken a backward stand and given a direct slap to the commerce of this port.

Repairs to Wharves and Bridges.

Work on Light street bridge was the same as that of previous years, including the usual repairs to road, footway, substructure, etc. The only extraordinary and unusual expense was occasioned by notice received from the United States Engineering Department requiring us to instal lights on the top of the draw span and on the end of the abutment of the draw. Owing to the fact that the draw is turned completely when opened, it made the installation of electric lights rather complicated. This was accomplished by using a trolley method, hanging the trolley wire under the flange of the cable drum by

means of ordinary mine suspensions and attaching the trolley arm and harp to the masonry pier by means of a swivel arrangement. The plan works very well and no trouble has occurred, service having been unbroken. The current for these lamps is furnished by the United Railways free of cost.

Plans for 1909.

The prospective plans of this Department for the year 1909 are to locate and build part of the pile and timber bulkhead at the site of the old Marine Hospital. The number of lineal feet of bulkhead will be governed by the cost of construction, $18,000 having been set aside for this purpose.

Buoys will be placed, as made necessary by law, to locate the anchorages.

The west end of Block street will be reconstructed and made available as a wharf.

The bulkhead at the east end of Lancaster street will be raised and the grade of street changed to prevent flooding of buildings bordering on same.

There will be a small pier built south from Pratt street bulkhead west of Pier 1, to be used by the city, State and Government boats.

The dredging of the harbor will be carried on as has been customary in previous years.

Work on public Piers 4, 5, 6 and East Falls Avenue will be pushed as rapidly as possible.

The survey of the Patapsco river and its tributaries will be continued.

In the Harbor Board's annual report there will be several recommendations made to your Honor treating on the feasibility of the further municipal ownership of water front property, with the idea in the future of establishing new piers and inviting transatlantic liners to make this city their terminus.

The Harbor Board would further recommend the widening of Pratt street, as well as removing the present bridge over Jones' Falls, at Pratt street, and widening same to 120 ft.

All of these matters, as well as plans and cost, will be gone into in detail.

HEALTH DEPARTMENT.

Death Rate of 1908 Lower Than in 1907—Prospective Work for 1909.

DR. JAMES BOSLEY, Health Commissioner.

The general health of the city may be said to have been good; the deaths having been fewer than in any period in four years, although the population is constantly increasing. In 1908 there were 10,435 deaths compared with 10,695 in 1905; 10,753 in 1906, and 11,190 in 1907. The deaths in 1908 included 4,144 white males; 3,730 white females; 1,317 colored males and 1,244 colored females.

The annual death rate per thousand of population was, white, 15.60; colored, 27.22; whole population, 17.44. The death rate in 1907 was 18.85 for the whole population.

During the year 6,972 cases of infectious diseases were reported to the Department, an increase of 88 over the preceding year.

Hospital for Minor Infectious Diseases.

It is a matter of gratification that after efforts extending over a period of thirty years the aim of the Health Department to have established a municipal hospital for the care of patients suffering with minor infectious diseases will shortly be realized. The hospital building, in so far as it is the purpose to construct them for the present, have been completed and only await equipment. Proposals for furnishing equipment have been asked for and it is hoped that contracts will be awarded in time to have the equipment installed by February 1 next. A resident physician of several years' experience in similar institutions has been appointed and is now in charge of the hospital. He has

visited a number of hospitals in other cities with a view to securing the best character of equipment that may be had for the funds still available, and it is believed that when the hospital is opened it will be up-to-date and second to none of its size in the country.

A thoroughly capable superintendent of nurses has been secured, who hopes at an early date to establish a training school for nurses who will make a special study of the care of infectious diseases.

Laboratories.

During the year many improvements were added to the Bacteriological and Chemical Laboratories. Much new equipment was purchased and both laboratories placed in positions to meet the greatly increased demands on their facilities. It is intended early in the year to install a refrigerating plant in the bacteriologic laboratory in order that the specimens and culture materials may be cared for in dry cold. This system will do away with the necessity of carrying tons of ice to the third floor of the building.

City Morgue.

Conditions at the City Morgue have been a source of uneasiness to the Department, owing to the constantly increasing demand on the storage room. When the morgue was built storage boxes were provided for the care of sixteen bodies. It was soon learned, however, that eight boxes would have to be used for the storage of ice for chilling the lower tier of eight boxes. To overcome the difficulty and at the same time double the capacity of the morgue arrangements are being made to install a refrigerating plant that will keep all the boxes at a temperature of 30° F. This can be accomplished by the expenditure of approximately $2,000, and will obviate the necessity of building an addition to the morgue.

Medical Inspection of Public Schools.

It is desirable at this time to call your Honor's attention to this work, because as a whole the work shows a marked improvement in the health and cleanliness of the children.

This work was commenced in February, 1905, without the laying out of any elaborate plans nor with any idea of entering the schools to take the place of the physician or parent, but solely with the purpose of pointing out to parents certain obvious physical defects which should be corrected.

Your Honor will see by the appended reports from the school physicians and nurses that our work in this line is progressing and is doing much good.

Milk Supply.

One of the most distinct advances made by the Health Department in recent years was the obtaining the passage of the new milk ordinance last spring.

By this ordinance the City of Baltimore was not only brought on a par with the most advanced cities, but it empowered specifically the Commissioner of Health to deal with the milk supply in such a way that nothing but good can result.

The ordinance went into effect June 1, 1908, and at that time temporary permits were given to all dealers within the city limits until our eight inspectors could visit all places where milk was sold and examine thoroughly as to the sanitary conditions.

All places have been examined and licensed except those who would not do as the Department required. We have also revoked some licenses with good effect, because it seemed necessary to use this extreme power to convince some milk dealers that we not only could, but would revoke licenses after due effort had been made to make them do right.

It is too soon to claim any results of our work under the new ordinance, but the people say the milk now received is obviously better, and we know that last year 156 children under two years of age, less than in 1907, died of diarrhoeal diseases.

Quarantine Station.

During the year eight hundred and thirteen vessels were boarded and inspected, from which the sum of $14,418.21 was collected and turned into the city treasury.

The total number of persons (crews and passengers), inspected was 39,872.

Forty-four vessels were detained at quarantine with sickness on board, or from infected ports for cleaning, fumigation and disinfection.

Twenty-three cases of smallpox were treated in the hospital. Of these, three cases came from the city, twelve from the counties, one case was taken from a vessel, two cases developed in the detention house and five were in the hospital from 1907.

Twenty-eight persons were placed in the detention house and cared for during periods of two days to two weeks. Fourteen were from the city, ten from the counties and four children were born in the detention house.

The station is indebted to the Inspector of Buildings for desirable improvements during the year. A new gas plant has been installed furnishing light for all of the buildings, which now present a bright and attractive appearance. The water supply has been greatly improved and the plumbing and heating apparatus thoroughly overhauled and brought up-to-date; the office of the resident physician was improved and greater facilities provided.

INDUSTRIAL COMMISSION.

Returns Show Increase of Twenty-four New Factories—Baltimore's Showing for the Year 1908.

FRANK N. HOEN,
CHARLES E. LAWS,
THEODORE MOTTU,
} Commission.

OTIS C. BROWNLEY, Secretary.

The Industrial Commission have the honor to state that notwithstanding the disastrous year of 1908, following as it did the financial panic in the fall of 1907, there have been added to the City twenty-four new manufacturing plants.

In view of the fact that the depression in manufacturing extended during the year throughout this country and in most countries of the world, it is but natural that our manufacturing plants should have had a bad year; many of the larger plants the worst year in their history. This city seems however, to have suffered less in proportion in its manufacturing interests than any of the larger cities of the country. There are a few of our manufacturers who have made material progress.

The Commission has had during the year a number of important interviews and consultations with representatives of manufacturing interests it will be very desirable to locate in Baltimore. Some of these matters are still pending for more advantageous financial conditions. The outlook for additions to our manufacturing plants for the present year is good. The city has everything to gain in the scientific analysis of conditions and initial cost of production with which the matter of a location is now generally investigated and considered by the larger manufacturing interests in determining a location. Your Commission has furnished information on these lines to several important interests during the year, and we have every reason to believe desirable results will be accomplished.

INSPECTOR OF BUILDINGS.

Tremendous Volume of Demand Imposed on This Department—Large Line of Work for 1909.

EDWARD D. PRESTON, Inspector.

There has never been a year in which more demands have been made upon this Department for what may be termed emergency cases for repair or construction, the result of which a great amount of my Repair Fund has (by request of the Board of Estimates) been asked to meet said demands. And owing to the limited amount of the Contingent Fund and the compulsory drawing from it for other pressing demands, I was able to have returned to my Repair Account only the amount of $15,000, which is not more than one-sixth of amount used.

This necessarily prevented me from doing considerable that was contemplated at the beginning of the year; and yet while this condition existed, I must say I have been able to work through without any serious detriment to the several Departments on account of work not being done.

Among the special calls made this year and done was:

Remodelling Central Police Station	$17,414.47
Vaults at City Hall	18,420.00
Reconstructing Fulton Avenue Stable	4,496.00
Renovating Lexington Market	16,974.35
Renovating Richmond Market	11,424.25
New heating plant—Fish Market	2,500.00
Rewiring City Hall	5,900.00
Switch boards, City Hall	1,020.00
Renovating Court House heating plant	4,500.00

These, with many other emergencies of lesser amounts, have been done out of my Repair Account.

I would also mention the enactment of a New Building Code for Baltimore city. This has been a long time under consideration, having been commenced shortly after the fire of 1904; its final adoption during this year has been favorably received and the popularity of Baltimore Building Code has caused quite an extended call for copies.

This law has been printed, and the 5,000 copies are being distributed.

During the coming year provision has been made for fitting up the Produce Market Hall for uses of the Sewerage Commission and Harbor Board for offices, which will not only be better accommodations for them, but saving of rentals for the city.

Bay View buildings will also be renovated and repaired. These have been needed for some time past, and the appropriation for said repairs will allow considerable to be done there.

Regarding the market houses, I would say that they are subjected to more severe conditions than most any other city property, by reason of which most of our markets are in very poor condition; but it is the intention to put from one to two in complete order each year until all are in satisfactory order.

The school buildings are not all in such condition as is desirable. The most of them are old buildings which have not been designed or constructed as the modern ideas demand, nor are they properly arranged or constructed with the view to safety and exits. With what has been appropriated for next year a commencement will be made to relieve such conditions.

The Fire Department houses are generally in fair condition.

The work on additional cell room at the City Jail has been started and expected to be completed by the close of the year 1909.

The City Hall and Court House will need the usual repairs, and it was hoped that the interior of the City Hall could have been painted, but the request for the money not being complied with, it cannot be done in 1909.

The Court House is being very much injured by reason of the heating plant in the basement, and the only relief will be to construct a plant isolated from either building and which will be sufficient to heat and light both buildings.

There has been provided in the New Building Code a law requiring inspection of gas pipes, which will be operated in 1909; also the numbering of houses is so regulated under the

above law that the existing irregularities will be done away with; this, together with an ordinance pending before the Council to regulate the size and location of numbers, will overcome the causes of complaint so often made.

The law for tenement and apartment houses cannot fail to bring about better conditions than have heretofore existed.

One serious menace to public safety frequently occurs, notwithstanding the stringency of our laws, in overcrowding places of public assemblage and amusement, but no effort will be spared to obviate this and the proprietors will be prosecuted to the greatest extent that the law will permit.

VISITORS TO THE CITY JAIL.

Good Results from Practice of Dividing Profits With Prisoners—Increase in Number of Inmates.

LEIGH BONSAL, President.
GEORGE FILBERT,
GEORGE M. GRIFFITH,
MOSES N. FRANK,
T. FOLEY HISKY,
EDWARD F. BURKE,
JOHN KRONMILLER,
WILLIAM G. KNAPP,
EDWARD RAINE,
} Board of Visitors.

The Board of Visitors to the City Jail desires to report that the general condition of the Jail and its prisoners, under the able management of Warden Hook, has been excellent during the past year. The most prominent fact in the history of the Jail for 1908 is the very great increase in its population, the total number received in 1908 being 9,960, as against 8,841 in 1907. This is probably due to the general stagnation of trade and labor conditions. The burden upon the officers of the Jail has been very great, but the discipline preserved by them compares very favorably with former years. The report of Dr. Wilkins shows that the total number of cases treated by him in 1908 was less than in the previous year, when there was a much smaller population.

It will be remembered that in November, 1907, this Board adopted a resolution under which all prisoners serving for more than three months, if well behaved, would receive for themselves one-fourth of what they earned in the shops. This resolution was put into almost immediate operation. A new incentive has thereby been supplied to the prisoners which was heretofore lacking. Exhibit A, filed with the Warden's report, shows that the prisoners earned for themselves during the past year $4,707.93, and, further, that the City of Baltimore also received from the labor of the prisoners more last year than in the preceding year. We feel that this new system, which has been so successfully started, is a most important factor in preserving not only good discipline, but also good health. Mr. Harry C. Martin, the Clerk of the Jail, has opened during the past year 787 accounts, of which 473 have been closed. As a general thing the sentences at the Jail are short, but there are now working in the shops 25 men who were working there one year ago. The average amount earned by a man during the year has been $19.87. We cannot speak too highly of Mr. Martin's good management of this very troublesome addition to his labors.

The large new workshop has taken the place of the old sheds, and has been a great benefit to every one connected with the Jail.

It is a source of much pleasure to this Board that the long needed additions to the Jail have actually been started by the constructors. The necessity for this improvement has been very positively demonstrated by the enormous increase of the Jail population in 1908. It was a matter of great regret that the Board of Estimates was unable to include this year in the improvements the new dining room, kitchen, store rooms and plumbing in all the old cells, but the members of this Board, after a personal investigation, spoke of the great need for the improvements, and of their belief that provision would be made for them in the Ordinance of Estimates for 1909.

During the year 1908 the Prisoners' Aid Society, which receives a monthly allowance of $40 from the Jail, has greatly increased the scope of its work. This is shown by the statement filed as an exhibit to this report. It appears that $2,822.65 was expended during the past year, exclusive of salaries and office expenses, as compared with the sum of about $1,000 in the preceding year.

We also invite your attention to the interesting report of Dr. Wilkins, and especially to the scientific investigation made by him of six cases of epidemic jaundice.

New Work Shop.

The large four-story workshop begun in the early summer of 1907 was completed and occupied by the contractors in the early part of the year 1908.

The completion of this shop enabled us to remove the old frame sheds which had served in the past for workshops, thus doing away with a very objectionable and dangerous building—dangerous because of its combustible nature and because it furnished a possible hiding place for prisoners.

Enlargement of the Main Building.

On November 12, 1908, the Board of Awards awarded to the Peoples' Company the contract for the enlargement of the main building to the Jail. This enlargement will provide the institution with additional cell room of 268 single cells.

Because of these additions it will be necessary to remove the hospital from its present location to the upper rooms of the Administration building. To facilitate communication with these rooms a large electric elevator will be placed in the front of the building. This work was commenced on November 23, 1908.

Additional Improvements Needed.

While it is gratifying to see progress being made in providing additional cell room for the prisoners, it is equally im-

portant that the original plans, which called also for a new dining room, kitchen, bake shop and store room, be carried out.

The present dining room is an old basement badly ventilated; the kitchen is in a very old and insecure building, and provides many hiding places for insects; the bakery is under one of the workshops, and also provides hiding places for insects. All of these rooms are separated from the others. They should be concentrated in one place in order to be under the eyes of the steward and baker.

Increase in Population.

During the months of July, August, September and October our population gradually increased until we reached the highest number ever recorded at the Baltimore City Jail. On October 18 we had 960 prisoners, January 1, 777, which is above the usual average number for this time of the year.

I know of no reason except that there were many idlers due to lack of work.

EXHIBIT A.

A summary of the appropriations for the twelve months ending December 31, 1908. Also a summary of the revenues of the Jail and their disposition, and a comparative statement for the years 1908, 1907, 1906, 1905, 1904, showing the daily and yearly per capita cost of the maintenance of prisoners.

Appropriations.	
Salaries	$35,420.00
General expenses	27,500.00
	$62,920.00

Expenditures.	
Salaries	$35,185.32
Balance unexpended to surplus credit	234.68
General Expenses.	
General subsistence	18,907.73
Heating and lighting	431.09
Machinery and supplies	650.11
Clothing, dry goods, etc	3,037.70
Sanitary	1,206.56
Hospital drugs	652.99
Hospital subsistence	465.45
Incidental expenses	1,148.37
Warden's subsistence	1,000.00
	$62,920.00

EXHIBIT A—(Continued).

REVENUES.

Amount to City Comptroller, account Jail revenues		$11,776.15	Outstanding accounts Jan. 1, 1908	$2,401.87
Amount to City Comptroller, account new shop (Building Committee)		11,713.56	Amount due by Building Committee, Jan. 1, 1908	6,446.05
Prisoner's shop earnings		4,707.93	*Earnings During the Year.*	
Outstanding Accounts.			Maryland Veneer and Basket Co.	11,687.36
Maryland V. & B. Co.	$831.43		Inter-State Brush Co	6,259.47
S. K. Hawkins, Rec	508.49		United States Marshal	2,068.10
Frederick Co	9.50		Counties, for board	50.50
Calvert Co	18.00		Junk, labor, etc	139.12
U. S. Immigration	8.00		U. S. Immigration Bureau	83.50
Howard Co	1.00		Atlantic Broom Co	438.09
		1,376.42		
		$29,574.06		$29,574.06

In addition to the revenues from the Maryland Veneer and Basket Company, Inter-State Brush Company, and the Atlantic Broom Company, the said contractors furnished the following amounts of coal:

Maryland Veneer and Basket Company	134 tons,	amounting to	$443.08
Inter-State Brush Company	301 tons,	amounting to	$1,023.87
Atlantic Broom Company	389 tons,	amounting to	$1,222.03

The total number of cases treated during the year was 10,475, the total number of prescriptions was 15,567, and the total number of special diets was 8,287.

There were 9 deaths during the year, or a death rate of .85 per 1,000 cases treated.

There was also one legal execution.

The causes of death were as follows: Bright's disease, 3; typhoid fever, 2; pulmonary tuberculosis, 1; pneumonia, 1; corrosive poisoning by concentrated lye, 1; and burns followed by septicæmia, 1.

Seven of the decedents for the year were ill when admitted to the Jail, one of whom died in two hours after admission, one in one day, one in three days, one in six days, one in ten days and one in eleven days.

The list of diseases includes 421 cases of alcoholism and delirium tremens, 31 cases of asthma, 33 cases of arterio-sclerosis and valvular disease of the heart, 24 cases of pulmonary tuberculosis, 36 cases of glandular tuberculosis and 24 cases of drug habit. Most of the drug habits treated were addicted to the use of morphia.

During the year there were admitted 47 cases of insanity, 22 of whom were transferred to Bay View Asylum or Mount Hope Retreat. Some of the cases of insanity were also sent to insane asylums by order of the Courts, whilst the others were treated in the Jail until it was safe to release them by expiration of their sentences.

From December 1 to December 10 six cases of epidemic jaundice developed in the Jail. The appearance of this number of cases in such a limited time justified the conclusion that they were of the epidemic form of the disease. Epidemics of this disease have been reported in this country, England and Continental Europe, but so far as I know no such epidemic has ever been reported in this city. In their clinical aspects they resembled the ordinary forms of catarrhal jaundice; the lead-

ing symptoms being chills, fever, headache, muscular pains, intense yellowness of the skin, yellow perspiration, bile-laden urine and the absence of bile from the stools, as shown by their light clay-colored character. The interesting character of this outbreak, together with the possibility of the development of an epidemic of greater proportions, both in the Jail and in the city at large, led me to invite Dr. Lewellys F. Barker, Professor of Medicine in Johns Hopkins University; Dr. James Bosley, Health Commissioner, and Dr. W. R. Stokes, City Bacteriologist, to visit them with the possible hope of the discovery of the specific organism of the disease or a definite source of the infection.

Specimens of the blood, urine and faeces of each patient were taken for examination, as well as specimens of the food, such as molasses, flour, bread and meat.

The bristles used in the manufacture of brushes were also examined. The water supply, bathing and other sanitary conditions were also considered. There was no uniformity in the findings and the bacteriological examination was considered negative.

The blood examinations were also negative. Up to the present date no more cases of the disease have made their appearance, and all of the six cases are now convalescent.

Report of the Prisoners' Aid Association.

It has been our purpose to be as thorough as possible in the religious services during the year, and we are assured that no individual chaplain could have been more effective than our representatives from the various religious denominations. In order that each prisoner might hear ministers of his own persuasion, the Sunday afternoon services were supplied by prominent ministers of almost every religious faith in the city.

Rectors of the Episcopalian Church have regularly conducted the services on the afternoon of each fourth Sunday. The Fathers of Loyola College have visited both male and

female departments on the third Sunday of each month. Various other denominations have had regular appointments, and the General Secretary of our Association personally supplies all appointments not otherwise provided for in this arrangement.

The following is a report for the year 1908 of expenditures for the actual relief of our beneficiaries. As about 58% of the total number come from the Baltimore City Jail, you will be able to estimate the approximate amount used for the relief of these discharged from your institution:

Lodging	$230.08
9,515 meals	505.16
11,194 hours work and paid for clothing, laundry, food, etc	979.22
Clothing	77.81
Transportation to released prisoners	267.42
Rent, improvements, fuel, etc., for industry and reading room	334.52
Prisoners' families and paroles	108.32
Transportation, religious services, paroles, etc	106.65
Bible tracts, song books, printing, etc., for prisoners	46.94
Miscellaneous, tools and other necessities	166.53
	$2,822.65

SEWERAGE COMMISSION.

Progress of the Largest Enterprise Ever Undertaken by the City—Some Money May Be Saved.

PETER LEARY, JR., Chairman.
J. BARRY MAHOOL,
WILLIAM D. PLATT,
MORRIS WHITRIDGE,
IRA REMSEN,
CHARLES ENGLAND,
J. EDWARD MOHLER,
} **Commission.**

CALVIN W. HENDRICK, Chief Engineer.

In order to secure certain data before designing the final plans for the Disposal Works, one of the first contracts let was the small testing station and Disposal Plant in Walbrook. The results obtained have been more than satisfactory.

As the storm-water drains could be utilized as soon as constructed, a number of contracts covering the most urgent points were let.

In the sanitary work contracts for the heaviest work, requiring the longest time to complete, were let first. Therefore, contracts were let in the following order:

A sanitary system for Walbrook, together with a testing disposal plant for that section.

Six storm-water contracts scattered over the entire city.

Three 27,500,000-gallon pumps, including machinery.

Ten sections of the outfall sewer (each section being about 2,000 feet long).

Clearing and grading the site of the disposal works.

Foundations and superstructure of the pumping station.

Two sections of the high level interceptor, extending back to Jones' Falls.

Four sections of the west low level interceptor.

Two sections of the east low level interceptor.

Force main pipes.

Force main sewer.

Several units of the disposal works, embracing the hydrolitic tanks, sludge digesting tanks, sprinkling filters, settling basins, pumps, etc.

As a result of the tests that have been made at Walbrook, new data has been secured which will cause a saving of at least $1,000,000 in the construction of the Disposal Plant on Back River.

In the contract recently let for the Disposal Plant on Back River only a sufficient number of units were let to take care of a certain percentage of the city, as it was not deemed advisable to build too much of the plant so far ahead of the requirements, thereby saving the city an expenditure of funds that would lie idle for some time. Additional units will be added as needed, thus bringing the expenditure into use at an early date.

The city has been divided into 50 sanitary districts. During the coming year we will place under contract a number of these districts, covering many miles of sanitary laterals and house-connections.

Regarding the storm-water drainage system, the Commission on taking up this question found that serious conditions existed in different parts of the city from flooding, due to the lack of storm-water drains and the distance the water was compelled to run over the surface of the streets before reaching inlets.

The storm-water drains now under contract cover the locations at which damage suits were being instituted, and will relieve the districts in the low, flat portion of the city bordering Jones' Falls and around the Harbor where the drainage conditions were in a very bad state. In other words, the most difficult problems were undertaken first. The construction of the storm-water drains is proceeding along the design we have laid out for the entire city.

The installation of nearly 600 catch-basins by the Commission has accomplished three results, viz: The removing of storm-water from the streets before it is allowed to flow any great distance; the removal of a large number of old-fashioned cross-gutters and gutter-plates, and allowing the removal of large and dangerous inlets.

Many difficult problems have been encountered and overcome and the work has continued steadily. This has only been made possible by constant vigilance and hard work on the part of every one connected with the Commission.

Notwithstanding the many obstructions that have been placed in our way, only one injunction against the work has been obtained. This was to prevent a heavy, deep sewer passing some buildings in Boston street that were in poor condition. The injunction was removed a few days after my return to the city, and I am pleased to report that the work has been entirely completed past the buildings without any injury to them.

It is very gratifying to state that on account of extensive advertising by the Commission keen competition has been secured from large and responsible contractors from all sections

of the country, resulting in a saving of at least $1,000,000 on the contracts already let.

The construction of the sewers has proceeded in a satisfactory manner and is fully up to, if not beyond, the stage we hoped it would be at this time. In a period of a little more than two years since actual construction was begun, approximately 45 miles of sewers and drains have been laid, a large proportion being 12 feet in diameter. Two Bellmouths and two large Siphons have been completed, and about 600 inlets installed. This work has required excavation and embankment work amounting to about 1,500,000 cubic yards of earth, rock, etc.

The record of letting contracts, keeping of records, cost data, etc., has worked out most satisfactorily.

The work has been carried on in all parts of the city in a systematic way, gradually working toward a point where it will eventually come together into two general systems.

Since actual construction began on October 22nd, 1906, about two years ago, we have placed under contract, together with land purchased, the following:

Sanitary sewers	$4,406,108.35
Storm-water drains	777,841.43
Land purchased	338,012.79
Total	$5,521,962.57

SUPERVISORS OF CITY CHARITIES.

Details and Recommendations Relative to Bay View—Plans for the Present Year.

J. HALL PLEASANTS, President.
MRS. JOHN J. ABEL,
JOHN BLACK,
JAMES M. AMBLER,
DR. CAREY B. GAMBLE, JR.,
ELISHA H. PERKINS,
DANIEL GREENBAUM,
JAMES R. WHEELER,
J. WHITRIDGE WILLIAMS, M.D.
} Supervisors.

The Supervisors of City Charities take pleasure in reporting that substantial progress has been made in their work during the past year.

The conditions at Bay View as the result of overcrowding call for prompt action.

During the year the Supervisors completed a new wing to the Tuberculosis Hospital at Bay View Asylum. This new improvement was constructed along modern lines, with plenty of light and air, affording accommodation for 40 additional patients.

The congestion, however, at Bay View Asylum in other departments, with its steady increase of population, has assumed even more serious proportions. Each ward is full to overflowing, and the Supervisors have been compelled to put many of the inmates in the basement, where proper ventilation is next to impossible. Bay View Asylum numbers among its population hundreds who have made shipwreck of their lives, besides hundreds of misfits and cranks. It is difficult for an outsider to understand what it means to keep this army of unfortunates fairly respectable, clean and orderly.

Friends of the inmates at Bay View may feel assured that the latter are receiving as careful care and attention as is possible under existing circumstances.

Recommendations of the Committee of Experts.

The Committee of five experts, who consented to study the general situation at Bay View and formulate such a plan that there will be no unnecessary waste, so that the future improvements as needed will be controlled on a thoroughly intelligent basis, have reported in part as follows:

"We have visited the institution, both as a body and individually, and found it is kept scrupulously clean and administered as well as its restricted means and greatly overcrowded condition would permit. The entire building is in bad repair, floors worn and ragged, walls rough, toilet arrangements faulty and inadequate.

"The infirmary portion was greatly overcrowded, and in some of the rooms the air space was less than 400 cubic feet per patient, with no possibility of the air being renewed in cold weather on account of the lack of a proper system of ventilation.

"In properly constructed modern institutions 2,500 to 3,000 cubic feet of air are supplied to each inmate per hour. Moreover, the foulness of the air was made manifest to several members of the Committee, who made a midnight inspection, and were almost nauseated after a short stay in some of the rooms, notwithstanding the fact that they were thoroughly accustomed to hospital surroundings.

"The conditions in the 'tunnel' are disgusting, and we have no hesitation in stating that it is unfit for human habitation, and that its use should be abandoned as soon as practicable. Inspection of the engine and boiler rooms showed that they constitute a menace to the entire institution, in that the smoke shaft is almost in contact with the dried timbers of the roof. Should fire occur here, the entire institution would be at its mercy, as the fire pumps are in the same location and would be promptly rendered useless.

"Your Committee feels that the entire institution is urgently in need of radical reform, which unfortunately can only be effected by the erection of certain new buildings and the expenditure of a large amount of money. We therefore recommend:

"That a properly constructed and equipped hospital with a capacity for 300 patients be erected to the east of the present main building. This would permit the removal of all sick persons from the latter, which could then be devoted entirely to decrepit and infirm persons, and thus give sufficient space to do away with the 'tunnel' and to overcome the general crowding.

"The hospital should consist of four pavillions, each accommodating 75 patients, as well as a building for administrative, surgical and labora-

tory purposes, a kitchen building and a small autopsy building. The construction of a central fire-proof heating and power plant, which should provide for the present buildings and those planned for the future. The gradual, but thorough, renovation and reconstruction of the main building, as room becomes available in the new hospital building for sick patients.

"The erection of a properly equipped industrial building, where light occupation can be provided, and be graded in accordance with the physical condition of the inmates.

"Necessarily, so extensive a scheme of improvement means the outlay of a large sum of money, which, however, cannot be advantageously expended at one time. If it meets with the approbation of the Board of Supervisors, we therefore recommend that the Board of Estimates be asked to make an appropriation of $150,000 for the year 1909 for the erection of the heating plant, and for one pavillion and the kitchen building of the proposed hospital, and that an appropriation each succeeding year be made to provide for the gradual fulfillment of these plans."

Plans of the Supervisors for Next Year.

The new hospital building, towards which $75,000 has been appropriated, will be pushed rapidly. In the meantime, the aim of the Supervisors is to provide additional sleeping quarters for some of the inmates now lodged in the cellar until the new hospital building to be erected will relieve the congestion. Probably the quickest and most practical way will be to remodel the building containing the electric plant and kitchen. One floor will be made into a large dining room and the former dining room now used for the white males will be converted into sleeping apartments. By these changes the situation will be relieved to the extent of about 60 men. The dome on the main building will receive attention along with other repairs.

Through the courtesy of the Board of Park Commissioners, Chief Engineer Manning has very kindly made a study of the grounds at Bay View with a view to laying out an intelligent scheme, whereby the entire grounds will be greatly beautified. The work of grading, which will be done by the inmates of the institution, will begin during the coming year.

The Board contracted with 29 institutions for the care of city charges and required them to live up to certain standards. Suggestions were made to some and others were urged to make radical improvements.

During the year probably as much has been done or has been definitely arranged for as any year in the history of the Department. Among the more noticeable improvements is the removal of St. Joseph's School of Industry into an entirely new building costing several hundred thousand dollars. The erection by St. Elizabeth's Home of a large addition, also enlarged quarters at the Maryland University and the Maryland General Hospitals.

Ground has been purchased for nearly doubling the size of the City Hospital, and during the coming year St. Vincent's Male Orphan Asylum will begin to rebuild its entire plant. Greater facilities and conveniences are noticeable at the Hospital for Consumptives at Eudowood and at St. Agnes' Hospital, and the Springer Sanitarium has removed to larger and better quarters. Minor improvements can be seen at the dispensaries.

In the supervision of children who are city charges experience has shown that free homes in private families offer individual care which is almost next to impossible for a large institution to give. The Supervisors are scrupulous in seeing that each of these children is visited regularly and that its interests are looked after carefully.

During 1908 we were asked to take care of 504 children. Through the efforts of the Department all but 139 of these children were provided for without making them city charges. In many cases families were kept together, which otherwise would have been broken up. If all of the 504 children that applied to the Supervisors during the year had been placed into institutions at the city's expense, the Board of Estimates would have been compelled to provide many more thousands of dollars than was asked for by the Supervisors.

The payments to the city on account of the reimbursing insane will again shoot far beyond the $2,500 mark estimated by the

City Comptroller before the Supervisors took charge. For the past year it will amount to nearly $17,000.

During the year, the Secretary, Mr. Nathaniel G. Grasty, made a special study of boarding out mildly insane patients in private country homes, hoping thereby to relieve the overcrowded hospitals throughout the State. After visiting many sections in Massachusetts where this plan has been adopted successfully, Mr. Grasty was convinced that the plan will not be feasible in Maryland until the insane are under "State care."

The control of a number of beds in the Jewish Home for Consumptives at Reisterstown, and the Maryland State Tuberculosis Sanitarium at Sabillasville, has been secured for the coming year, giving the city larger scope in dealing with this class of patients. Moreover, the Supervisors hope to arouse to activity a keen desire for improved conditions on the part of the various institutions contracted with by the city.

They look forward also to an active campaign in behalf of "State Care of the Insane" prior to and after the assembling of the next Legislature.

SUPERINTENDENT OF LAMPS AND LIGHTING.

Important Changes in the Way of New Lights — Some Creditable Innovations for the Year 1909.

ROBERT J. McCUEN, Superintendent.

During the year there has been a great amount of work planned. All of this work, which covers every section of the city, has been executed, with the exception of a small portion which has been delayed owing to the inability of the contractors to secure the needed material and for engineering reasons, over which this department has had no control.

Electric Arc Lamps.

Three hundred and thirty-seven arc lamps were installed during the year, distributed in various sections of the city as

follows: York road, from North avenue to Merryman's lane; Falls road, from Lafayette avenue to Twenty-eighth street; Franklin road, from Bloomingdale road to the old Wenstrom Mill; Bloomingdale avenue, from Harlem avenue to Prospect street; Edmondson avenue, from Bloomingdale road to city limits, and from Fulton avenue to Smallwood street; Old Frederick road, from Dorsey lane to Loudon avenue, Yale avenue and other streets in suburb of Irvington; Kate avenue, from Park Heights avenue to Garrison avenue; Oakfield avenue, from Forest avenue to Liberty Heights avenue, and other avenues in the suburb of Forest Park; Baltimore street, from Pulaski street to Garrison lane; Baltimore street, from Paca street to Jones' Falls (double or twin arc lamps). New Light street, from Pratt to Lee streets (twin or double arc lamps located on safety isles in center of the street); two arc lamps opposite each of the new piers Nos. 1, 2, 3 and 4, located on the south side of Pratt street, between Light street and Jones' Falls; Cross street, from Light to Covington streets; Broadway, from Baltimore street to the water front; Gough street, from Broadway to Patterson Park avenue; Patuxent street, from Baltimore street to Eastern avenue; Washington street, from North avenue to entrance to Clifton Park, and additional arc lamps here and there on several streets in the business section of the city.

Gas Lamps.

Two hundred and fifty-six additional gas lamps were installed in all sections of the city during the year, thus extending this class of the service to that extent.

Original gas lamps were re-arranged and additional lamps installed as follows: Charles street, from Madison street to Union Station; Elm avenue, from Second to Fourth avenues; Carswell street, from Taylor street to Harford road; Thirty-first street, from Charles street to York road (partly completed); Gorsuch avenue, from the York to Harford roads (partly completed).

Naphtha Lamps or Vapor Lamps.

One hundred and eighty-one additional naphtha or vapor lamps were placed in service in various parts of the city during the year which have greatly added to the efficiency of this class of the street lighting system. The greater number of these lamps were installed on the following thoroughfares: Charles Street Boulevard, from Twenty-ninth street to Merryman Boulevard; Liberty road, from Reisterstown road to Fairview avenue, Forest Park, and Slingluff avenue, from Liberty road to Clifton avenue.

Transfer of Street Lamps.

On account of the work during the year of the Sewerage Commission, Commissioners for Opening Streets, City Engineer's Department and the Electrical Commission, and also by this Department for the betterment of the service, it was necessary to change from old to new locations 79 electric arc lamps, 121 gas lamps, 13 naphtha or vapor lamps, and a number of street sign posts.

Naphtha Lamps Changed to Gas Lamps.

The Gas Company having extended its gas main in several sections of the city, 27 naphtha lamps were changed to gas lamps, which arrangement enabled the Department to effect a saving to the city at the rate of $6.90 a lamp a year.

Street Lamps Discontinued.

By reason of a number of arc lamps having been placed in service in all parts of the city, 232 gas lamps were ordered discontinued from the running account, and owing to the changing from the naphtha to the gas lighting service, 82 naphtha lamps were ordered out of service.

Changed from Overhead to Underground Service.

The Electrical Commission having extended the Subway or Underground System, 45 electric arc lamps were transferred

from the overhead to the underground service, which means that a large number of unsightly poles and dangerous overhead wires have been removed from the public streets and that the city derives an additional revenue for duct rental at the rate approximately $10 each lamp per annum.

Number of Street Lamps in Service.

There are in service to date 7,199 incandescent gas lamps, 989 incandescent naphtha or vapor lamps, and 2,091 electric arc lamps, making a total number of 10,279 street lamps of all kinds now in service.

Cost for Maintenance of the Service.

The cost to the city for the street lighting service is at the following rates: Electric arc lamps, $67.49 each lamp a year; mantle gas lamps, $19.45 each lamp a year, including gas; mantle naphtha or vapor lamps, $25.00 each lamp a year, and for the supply of gas 72½ cents per 1,000 cubic feet. These rates will prevail, except for the arc light service, until March 1, 1909, when the new rates will become effective. The electric arc lamp contract will expire September 13, 1910.

New Street Lighting Contracts.

Proposals having been solicited in the usual manner for lamp fixtures and maintenance for mantle gas and naphtha street lamps, the following contract was awarded by the Municipal Board of Awards to the American Street Lighting Company for a term of one year, beginning March 1, 1909, at the following prices: Mantle gas lamps for streets, $10 per lamp per year; mantle gas lamps for parks, parked squares and city bridges, $10.85 each lamp per annum, and for mantle naphtha or vapor lamps, $26 each lamp per annum.

Street Signs Erected.

Seven hundred and thirty-six additional street signs were erected during the year which mark that number of streets, avenues and alleys in all parts of the city, which thoroughfares heretofore were unmarked.

Gas Meters Tested.

During the year 24,977 gas meters were inspected and tested for the Gas Company, and 70 were tested for complaining consumers, making a total of 25,047 gas meters tested.

Of the number tested for the Gas Company, 19 were found to register incorrectly, or otherwise defective. These were returned to the Gas Company for re-adjustment and repair and afterwards returned to the Department for test, and having been found correct, were sealed.

Of the number tested for complaining consumers, 61 were found to register correctly and 9 were found to register incorrectly.

Contract for Street Lanterns.

Believing that the city will be the beneficiary in every respect by owning the entire street gas and naphtha lamps and equipment as far as it is possible to do so, bids were invited in accordance with the usual requirements for the purchase of fifteen hundred (1,500) boulevard lanterns, more or less, and as a result of the proposals received from Mr. Thomas T. W. Miner, New York, at the price of $5.50 each, and from the Cleveland Street Lighting Company at the price of $4.75 each, a contract was awarded, by the Board of Awards, to the latter bidder for one year at the cost of $4.75 each.

Since this contract was entered into 1,105 boulevard lanterns were purchased by the Department, which are now in service.

In this connection I beg to state that it is my intention of inserting an advertisement in several prominent journals of the country asking information relative to the most modern street lamp fixtures with a view of either purchasing such fixtures, if it is possible to do so, or specify these fixtures in the specifications for the new contract and require each bidder to bid upon such fixtures.

Work Planned for the Year 1909.

During the year 1909, additional arc lamps will be installed on the following streets: Gay street, from Baltimore street to Broadway; Baltimore street, from Paca street to Fulton avenue; Eutaw street, from Camden to Franklin streets; Howard street, from Camden to Centre streets; Lexington street, from Eutaw to Charles streets; Fayette street, from Eutaw to Charles streets; Charles street, from Baltimore to Centre streets; Charles street, between Union Station and Twenty-ninth street, and Twenty-fifth street, between Maryland avenue and York road, and elsewhere in the city where conditions may demand. About 300 additional street signs and fixtures will also be erected.

Work to be Completed During the Year 1909.

North avenue, from Mt. Royal avenue to Twelfth street, rearrangement of the existing arc lamp equipment and the installation of additional arc lamps; Fort avenue, from Light to Burrough streets, arc lamps in place of gas lamps; Franklin street, from Howard to Charles street, arc lamps in place of gas lamps; Centre street, from Howard to St. Paul streets, arc lamps in place of gas lamps.

The cause of the delay in finishing the work above mentioned during the past year was due to the inability of the contractors to secure underground cable and other material necessary for this work, and also on account of certain engineering features not within the control of this Department.

Recommendations.

I renew all former recommendations, especially those pertaining to the testing of electric meters, the city's right to remove all obstacles from street corners when it is found to be necessary for the installation of street lamps, and that street lamps shall not be removed from street corners for any purpose, etc., etc.

Financial Statement.

The cost for lighting the city for the year ending December 31, 1908, was as follows:

Salaries	$13,342.59
Gas lighting and maintenance	139,472.70
Naphtha lighting and maintenance	28,896.85
Electric lighting and maintenance	129,263.78
Incidentals	297.60
Special illumination (Old Home Week)	19,960.19
	$331,233.71
Total appropriation for the year 1908	$334,400.52
Total expenditure for the year 1908	331,233.71
Balance	$3,166.81

SUPERINTENDENT OF PUBLIC BUILDINGS.

Details of Additions and Improvements Installed in the Different Municipal Buildings.

GEORGE THOMAS AMES, Superintendent.

During the past year I have endeavored to place the several buildings under my supervision in the best possible condition, so far as the appropriation at my command would permit, having purchased a large quantity of furniture and floor coverings for the offices in the three buildings, the same having added materially to the comfort, as well as to the beauty of the municipal buildings. I beg to report further that the corridor walls in the City Hall on all the floors have been properly washed and at this time look equal to fresh paints. In fact, all the furniture and floor coverings have been renovated and repaired, and are now in first-class condition, having spared neither time nor attention in the care and maintenance of the buildings. I have heard many complimentary remarks made by visitors from other cities who compared the condition of our

buildings with those in their home cities, and the comparison was every time in our favor. I feel as though the citizens of Baltimore should appreciate the fact that the condition of our municipal buildings is excelled by none.

Court House.

The Savings Bank of Baltimore have removed to their new location, and the Detective Department was installed in same room. The Supervisors of City Charities removed from the City Hall and were placed in the room formerly occupied by the Burnt District Commission. They were furnished with new floor covering and new furniture. The Bureau of Identification removed from the second mezzanine to the room formerly occupied by the Chief of Detectives, the Police Physicians occupying the room formerly used by the Bureau of Identification. The Board of Police Examiners also occupy one of the rooms formerly occupied by the Detective Department, all of these removals being accompanied by considerable expense.

The Record Office of the Superior Court, comprising three large rooms, also the private office of the Clerk, were painted and decorated, which has greatly added to their appearance. They were also furnished with curtains and several pieces of furniture.

The Clerk's office of the Circuit Court No. 2, comprising the Clerk's private room, as well as the three large rooms adjoining, were tastefully decorated and painted, which has greatly added to their appearance. They were also furnished with several pieces of furniture, carpets and steel filing cases. The Liquor License Board room and private office were also decorated and painted, which has greatly added to their appearance. They also were furnished with several rugs, in addition to some furniture. The Clerk's private office of the Circuit Court was decorated and painted, which has greatly added to its appearance. The office was supplied with furniture. The Register of Wills' office was supplied with furniture; the Juvenile Court was also supplied with furniture.

I desire to call your attention to the necessity of duplicate engines and boilers in this building. Should there be a breakdown of the machinery of the plant, which is likely to occur at any time, there would be no reserve engine or boiler, and the result would be serious.

The electrical plant installed for the use of the Court House alone is supplying light and power for the City Hall as well, and as a result is being overtaxed. This fact renders all the more urgent the necessity for duplicate engines and boilers. I must therefore call your attention to the fact that the plant is entirely too small for the increased number of lights that it is compelled to serve, and I am receiving requests daily for more light, and I trust this matter will receive prompt attention.

City Hall.

The Fire Commissioners' Board room was furnished with entire new furniture and carpeted. The Superintendent of Lamps and Lighting room was furnished with entire new furniture and carpeted, and the Secretary's office was covered with linoleum. The Collector of Water Rents and Licenses' room was furnished with entire new furniture, and the floor covered with matting. The office of the Street Cleaning Commissioner was entirely furnished with new office furniture and carpet. The office of Inspector of Buildings was furnished with new desk, chairs and carpet. The office of the Electrical Engineer was furnished with a new rug. The office of the Free Baths Commission moved in the office formerly occupied by the Centre Market Commission, and was supplied with some furniture and floor covering. The office of the City Collector was furnished completely with new furniture and steel filing case, and was also carpeted. The Mayor's private office was furnished with new matting. The Comptroller's private office was furnished with new carpet, and the outer office with two new desks. The office of the Assessors of the Appeal Tax Court was furnished with six new desks and chairs. The office of the Engineer of the Harbor Board was furnished with a new carpet, and the

Secretary's office was also carpeted. The office of the Water Board was also furnished with linoleum and one rug. The office of the City Engineer was furnished with two desks, two rooms being covered with linoleum and one room with a rug. The office of Statistician was entirely furnished with new floor covering. We fitted up a room for the press with old furniture taken from other departments, without any expense being incurred on the city. The office of the Superintendent of Public Buildings was furnished with two new rugs.

The City Hall has been re-wired, and will, upon completion, be a great addition to the lighting purposes. The new vault, which when completed, will be one of the finest in the country, will be of great benefit to preserve the records of the various departments.

The office of the Commissioners for Opening Streets, in the Hoen Building, has been supplied with a new desk and several chairs.

City Hall Annex.

The City Hall Annex, occupied by the Health Department, Topographical Survey and Bay View offices, has been thoroughly overhauled and renovated, and the following articles were supplied for the rooms, viz.: For the Topographical Survey and three rooms of the Health Department, new linoleum; the Bay View office and three large rooms of the Health Department were papered; for Dr. Bosley's private office, a new rug; and for Mr. Kiger's office, new chairs and two new filing cases.

TOPOGRAPHICAL SURVEY.

Information of Exceeding Practical Interest to the Public Generally—Timely Recommendations.

J. BARRY MAHOOL,
HARRY F. HOOPER,
J. SEWELL THOMAS, } Commission.

JOSEPH W. SHIRLEY. Chief Engineer.

The most important and far reaching work with which the Survey has had to do is the street plan work. Besides computing the locations of many new streets that were laid down on the adopted plan, quite a large amount of the old territory that had been calculated was revised. In some localities this revision has been completed and during the coming year it is proposed to have amendments framed to the General Plan of Streets and submit them to the Mayor and City Council for approval.

Probably one of the most frequent comments made in any discussion of the conditions of the Annex has been that the "City should adopt a system of street lines and grades and adhere rigidly to it." With those familiar with the government of the city no explanation of this is needed, and all who will take the trouble to inquire and examine will find that the city has a definite plan and that this is being adhered to, with very few exceptions, in the development of the Annex. Nevertheless, owing to the importance of the subject and the many conditions that are constantly arising, some discussion and explanation is hardly out of place.

The changes embodied in the proposed amendments have only been made after a careful consideration of all the conditions to be met. As a rule, these conditions have arisen since the general plan was formally adopted, nor were such changes even contemplated at the time the plan was presented. Again in some localities of considerable area the owners have petitioned to change the plan to meet their own ideas of improving it. And when these changes do not effect injuriously the city's general welfare nor interfere with the rights and best interests

of owners of adjacent property, there seems no just ground for refusing to adopt the new plan. These changes are safeguarded, however, by the requirements that they must first be indorsed by the Topographical Survey Commission and approved by the Mayor and City Council before any street can be deeded or conveyed in any manner to the city. The city, as a general rule, has refused to make any improvements in streets that do not conform to its own plan.

As instances of the two conditions cited above that have made amendments to the general plan desirable may be mentioned the area in the near neighborhood of the reservoir now being constructed on the Old Liberty road, near Gwynn's Run, and the property known as "Guilford," extending from Thirty-fifth street to the northern city boundary, between Charles street and York road.

In regard to the reservoir site it was, of course, not known when the plan was first prepared that there would ever be anything that would obstruct the rectangular system of streets from going through on the lines as laid down. But with the advent of the reservoir it became necessary that some changes be made in order that suitable connections might be had. In studying these connections it was found that by making certain general changes a plan could be prepared that would seem to aid development from the different property owners' point of view as well as satisfy the city's needs.

In this section as long as changes were absolutely necessary an effort was made to depart from the rectangular system and adopt a series of curved streets that would conform more closely to the general topography of the country, besides materially helping development in the matter of grading. Another condition entering into the changed plans here was the amount of earth excavated from the new reservoir that would have to be disposed of in some manner. This naturally suggested the great benefit to be derived from filling in the hollows of the badly graded Old Liberty road, at the same time widening it to a width of one hundred feet, thus giving a broad boulevard

of easy grades, connecting the Forest Park section with the Reisterstown road at Druid Hill Park.

As regards the change proposed in the "Guilford" section the idea of the owners is to develop along the lines similar to those used in Roland Park, and as the elaborate plan proposed by the well-known landscape architects, Olmstead Brothers, gives the city all desirable connections with the other portion of the general plan, and is satisfactory to the adjacent owners of property, there seems no good grounds to refuse their petition. This amendment was formally approved by the Commission on December 10, and now awaits the action of the City Council.

Two other small amendments were also favorably approved by the Commission and formally adopted in ordinances passed by the City Counicl. These were the sections between Thirty-third street, Harford road and the Alameda; and North avenue, Dukeland avenue, Clifton avenue and Warwick avenue. Another territory now under consideration is that between the Reisterstown road, the Old Liberty road and the northern and western city boundaries. The changes proposed in this section are not radical, consisting for the most part of adopting, so far as possible, the streets that are now laid out, and projecting these so as to furnish suitable connections.

On the old Rodgers property, on the Reisterstown road, just opposite Druid Hill Park, a series of curved streets has been proposed which are well adapted to this hilly country. A different treatment is also planned for the strip immediately bordering on the Western Maryland Railroad. The departure here is to have a street on each side of the railroad and running parallel to it, which would afford an excellent method of providing for business concerns desiring railroad sidings. Another point of advantage is the connection of the parallel street west of the railroad with Slingluff avenue at the Old Liberty road and the adoption of Slingluff avenue southward to Seventh street at Beech avenue, and as Seventh street is now in process of opening from Beech avenue southward to Edmondson avenue, a long through connection would result. There are many

other good points embodied in the new amendment which can be appreciated better by a study of the map.

Again, it is proposed to modify the plan somewhat in the section north of the University Parkway and west of Charles street, as a different treatment is needed for this locality due to the advent of the University Parkway and the proposed parking of the Stony Run Valley north of this parkway.

Still another change is in the section bounded by the Reisterstown road, the Old Liberty road, the western city boundary and Beech avenue. The necessity for this is due partly to the effect of the location of the new reservoir, as has already been explained, and to the proposed opening of the Gwynn's Falls Parkway. This boulevard was first proposed about two years ago when the proposition was to extend Orem Park Place westerly from the Reisterstown road to intersect Mondawmin avenue as laid down on the old Baltimore County Commission plan. Both streets were to be widened to one hundred and twenty feet from the present centre lines, and Mondawmin avenue was to extend westerly to Sixteenth street. There developed, however, considerable opposition to this plan by large property owners, and before any definite action was taken there were erected a number of houses in the bed of the proposed opening, and the proposition was submitted to the Survey to suggest a new line. A careful study was given to the whole neighborhood and two alternate lines were proposed. Both of these consisted of a series of curves and conformed closely with the topography, by which was eliminated considerable grading. One of these lines has practically been approved by all those interested, and it is earnestly urged that a concentrated move be made to have this right of way acquired. The importance of doing so cannot be too strongly set forth, for, as conditions are now, no one is able to develop one's property along lines with any degree of certainty that changes in the streets will not soon be made. If something is not done very soon the whole section will be so closely built up that the property to be acquired will be too expensive to justify the opening of such a wide avenue.

An instance of the very condition referred to is found in Sequoia avenue, a boulevard suggested about two years ago that was to start at the Pimlico entrance to Druid Hill Park and run northwesterly to intersect Garrison avenue at Belle avenue. At the time it was first proposed the land needed could be acquired for almost nothing, as the largest area was to be given free, but through some causes the ordinance was delayed and now several valuable houses have been built in the bed of the proposed boulevard, thereby adding considerably to the cost of the undertaking.

By far the most potent factor in inducing property owners to conform to the established plan is for the municipal authorities to adopt a certain number of definite thoroughfares and have ordinances quickly passed, thus preventing any additional buildings from being erected in the beds of these streets. By a casual reference to most any street plan it is soon seen that the controlling features of it depend mainly on a very few intersecting streets. Especially is this the case when the plan contains a few long broad avenues of easy grades giving desirable connections. This is strikingly shown in our own adopted plan and with the passage of ordinances opening not more than a half a dozen such thoroughfares the system would of necessity be so thoroughly fixed that few would be bold enough to build unless in conformity with it. In my recommendations further on in this report I give a list of these thoroughfares which I deem at the present time are the most important to be taken up in the near future.

Street Opening Work.

Following its usual custom the Department has made practically all the surveys for street openings in the Annex and a few for those in the old city. These plats are only preliminary and are used to accompany the ordinances, though, as a matter of fact, they show almost as much information as the condemnation plats made after the passage of the ordinances. Descriptions have been given before of the methods used in making

these plats, so that a mere list is appended of the number of such plats gotten out during the past year. They are as follows:

Plats for the opening of	From	To
Smallwood street	Saratoga street	Franklin street.
Montford avenue	Biddle street	Preston street.
Huntingdon avenue	Twenty-fifth street	Thirtieth street.
Thirty-ninth street	York road (now Greenmount av.)	University Parkway.
Baltimore street	Garrison lane	Old Frederick road.
Sixth street (now Dukeland street)	North avenue	Beech avenue.
Twenty-fifth street	York road (now Greenmount av.)	Harford road.
Taylor street	Cromwell street (now Homewood av.)	Gorsuch avenue.
Jefferson street (now Homestead st.)	York road (now Greenmount av.)	Tinges lane.
Jefferson street (now Homestead st.)	Tyler street	Harford road.
Eighth street (now Longwood st.)	Frederick road	Wilkens avenue.

Plats for the opening of some of the streets mentioned above had been previously made, but owing to new conditions arising the ordinances had to be repealed and new ones substituted. This was the contingency in the case of Thirty-ninth street. This plat was first made on the lines laid down on the old plan of the Commissioners of Baltimore county and adopted in our present General Plan of Streets, but the owners of the "Guilford" property desiring to adopt a curved instead of a rectangular system of streets, petitioned that the lines of this street be changed to meet their lay-out. As the new lines conform in a general way to the old ones by the substitution of gentle reverse curves instead of the straight lines the request was granted.

In the case of Baltimore street the conditions were similar. The first proposition was to open Baltimore street west to Gwynn's Falls, and Lombard street west from the Falls to Loudon avenue, and to connect them by a new street called West road that would bridge the Falls. This had afterwards to be

abandoned on account of the difficulty and, indeed, the impossibility of condemning through the Cathedral Cemetery, thus making necessary some new route. In studying the plan with the purpose of supplying the needed connection, the proposition presented itself of locating the new street to improve instead of causing damage to the new park grounds—the old "House of Refuge" property, recently acquired by the city. A consideration of the topography of this section showed that by shifting the location of West road to the southward an excellent line could be gotten through the park by following closely the contours. While the new line consists of a number of rather short reverse curves, the width of the street is amply sufficient to prevent any appearance of "crookedness" that would seem to result from the lines shown on the map. The park property through which the street must necessarily go is of such picturesqueness that it would indeed be a shame to spoil it by the deep cuts and fills that a straight street would demand. The other change made was abandoning Lombard street for McHenry street, and running this westward to the Old Frederick road which it intersects between Kossuth street and Morley street.

The alignment of Twenty-fifth street was also changed from that of the general plan. The new line avoids all railroad crossings, and is designed to open up a new territory and give a much needed connection between the north and northeast portions of the Annex. The new street would extend as far as the Harford road, where it would ultimately meet the proposed extension of Broadway.

Establishment of Grades.

This is a subject second in importance only to that of fixing the street lines. The method of procedure, though, is radically different, for while the Topographical Survey has full authority and supervision over the establishment of the street lines, its control of the grade question is limited. This is due in the main to the amount of conflicting legislation. As the law is

now interpreted, in order for a grade to be established in the Annex, the application must first be made to the City Engineer, who, in turn, calls upon the City Surveyor to make the actual establishment. The grade so established must, however, conform to the center-line grade fixed by the Survey in connection with its General Plan of Streets for the Annex.

While this method is rather cumbersome it does possess some points of merit by making it necessary for several different officials to agree upon the grade before the establishment can become legal.

But the main difficulty has been, not so much with establishment of proper grades or the method involved, but rather on account of the owners not adhering to the establishment. This is due mostly to the lack of proper supervision on the part of the city officials. Ordinance No. 83, approved December 8, 1900, specifically states that before any permit to build shall be issued for the erection of any building fronting on any public or private street, the Inspector of Buildings must see that the grade has been previously established and on file in the office of the City Engineer. The ordinance also puts it very plainly that the Inspector of Buildings must see to it that the buildings *conform* to the established grade. The first part of the requirements in this ordinance are as a rule enforced, but the other clause does not seem to have received the attention it should demand. There are instances available where builders have, while cognizant of the established grade, deliberately constructed the street and sidewalk and built the houses on a grade radically different from the establishment. Their object was, of course, to decrease the cost of construction.

Such an instance of the above is Brookline avenue, just west of Garrison avenue. The established grade called for a cut of five feet at one point, but the street bed being composed of rock was, of course, expensive to remove, so that those having charge of it simply adjusted the grade without removing the summit. The damage done in such cases is considerable, for not only is the street itself wrongly constructed, but considerable trouble

will be encountered in improving the near intersecting streets. The cost of remedying such conditions usually falls upon the individual property owners who purchase their houses in good faith that they are built to conform in every way with the city's requirements, and it is to the owner after he has purchased such property that the additional burden of conforming to the established grade usually falls.

Of course, the proper inquiry should always be made by those buying property in the city to see that the lines and grades of the streets are correct, but this is very seldom done. And the small owner usually pays the price for his ignorance and the lack of proper inquiry. Nevertheless, it would seem that by more rigidly enforcing some of the present laws relative to street lines and grades a great deal of trouble and expense could be saved to both the city and the unfortunate citizens.

In the ordinance referred to above no definition or interpretation is given to the word *conform*. It would seem, however, from other ordinances relative to the slope and grade of pavements that the base of the building must be so constructed as to allow of the proscribed fall to the curb, and this, of course, would be all that is necessary if the law is carried out. The great trouble seems to be that not sufficient inspection is made to see that the provisions of the ordinance are carried out. In this connection I would suggest the advisability of the city doing the actual grading and paving of the sidewalks as well as that of the bed of the street, and charging to the owners of the property their pro rata expense. This method would, in all probability, save the property owner money, besides maintaining a correct grade and slope of the sidewalk and having the pavement constructed of some uniform material.

Of the most important recommendations made for change in grade is that of the Reisterstown road. This road being one of the old turnpikes, nothing had ever been done by the city to improve it, but now that the locality is being developed so rapidly an effort should be made to fix the grade properly in order to make it of desirable use. The grade has already been

re-established on paper and it only remains for the actual work to be done. Unless some plan is found very soon for accomplishing this, a condition will present itself very similar to the recent contention about the change in grade on West North avenue. Already applications have been made to build on this road, but the question arises as to what grade the property owners be required to meet. If the builders are permitted to construct according to the grade as it now exists, the strong probabilities are that they will suffer damages when the road is actually graded to meet the new establishment. And yet if they build so as to conform to the new establishment they are likely to have their buildings very much below the grade of the street for quite a long time. Obviously, then, the proper course for the city to take in such cases is to have the street graded as soon as possible after the establishment is made. Especially should this be done with the Reisterstown road where the changes will be greatest. Permission for the city to do this has already been granted by the Turnpike Company before the title is actually turned over to the city.

There was considerable opposition at the time the suggestion was first made for the re-establishment of the grade of Edmondson avenue, at the bridge, over the Baltimore and Potomac Railroad. However, the work was finally carried out and the improvement is so marked that few can now advance any good reason why it should not have been accomplished.

The case of the re-establishment of the grade of the Old Liberty road, from Reisterstown road west to Garrison avenue, is one that is now under consideration. The grade has already been officially re-established without any protest from the neighboring property owners, and again it only remains for the city to carry out the work. Mention was made of the availability of sufficient earth to make the required fills, but although this work has been begun the final completion has not been provided for on account of a few insignificant questions. Principal among these is that of building a short span over the Western Maryland Railroad. Owing to the great importance and values

of this improvement as a whole it would seem to be a very short-sighted policy for the city to allow this opportunity to pass without arranging for the completion of the scheme.

The points of vantage in this re-establishment are many, but the main ones are briefly stated in the following: The road as it now exists is practically worthless due to the heavy gradents, for between the Reisterstown road and the railroad is a summit whose long approach from both directions is over an eight per cent. grade. With the proposed change the grade in one direction would be reduced to about one per cent., while in the other direction the approach would be lessened in distance and reduced in grade to four per cent. This, in connection with the proposed change in the Reisterstown road, would give a much needed connection between Forest Park section and the old city; the distance being reduced by about two thousand feet between Garrison avenue, and the intersection of North avenue and Pennsylvania avenue, from that of any other practical route.

Recommendations.

Under different headings of this report I have commented on several actions which I think would further the best interests of conditions in the Annex. I now give a list of those streets which I deem of most importance to be taken up in the near future, together with some of the advantages their openings would give. No special importance should be attached to the order of arrangement, for this has been done at random; it will be seen, however, that the list includes streets in practically all sections of the Annex. To understand in an intelligent manner the reasons set forth, these suggestions should be read together with a study of the map; several of the streets are discussed together on account of their relations to each other. The list is as follows:

Wood Hill road.
Hugo street and Hillen road.
Curtain avenue.
Montebello avenue.
Twenty-fifth street.
Powhatan avenue.
Eighth street (now Longwood st.)
Sixth street (now Dukeland st.)

Slingluff avenue.
Fifth street (now Ashburton st.)
Baker street.
Windsor Mill road.
Westwood avenue.
Bentalou street.
Second street (now Warwick av.)
Old Liberty road (now Liberty Heights ave.)
Sequoia avenue.
Frederick road.

Wood Hill Road—This is a name given to a proposed street to be the prolongation of that portion of Park Heights avenue just northeast of its intersection with Reisterstown road, and is to extend in a straight line to meet Green Spring avenue at Fifth avenue. A glance of the topography sheet of the section through which it is to traverse will show the extreme ruggedness of the country, and it is only by means of opening such a street that the property could ever be developed so as to increase the taxable basis of the city. In addition, this opening would satisfy a much needed connection to a section now comparatively isolated, and can be constructed on such easy grades as to permit of an excellent line for heavy traffic, besides affording an excellent frontage for building purposes. A location similar to that of Wood Hill avenue was considered by Messrs. Olmstead Brothers in preparing their report on the Development of Public Grounds for Greater Baltimore, and was commented on very favorably by them.

Hugo Street and Hillen Road—The proposition here is simply to close by proper proceedings the Hillen road, between Harford road and Thirty-third street, and open Hugo street between the same limits. This is practically the substitution of one street for another, permitting of more uniform block distances and lot depths. I urge that this be taken up soon for the reason that those planning to develop this neighborhood will co-operate in this and at very little cost the city can direct development along lines desirable; otherwise, a very irregular condition will result.

Curtain Street, Montebello Avenue and Twenty-Fifth Street—These are grouped together on account of their de-

pendence on each other, and the mutual benefits to be derived from their openings. They all intersect at about the same location—at a point in Montebello avenue, between Gutman avenue and St. Ann's avenue. From this intersection they branch off in four directions, opening up entirely new territory and giving much needed connections to sections now very inaccessible. The scheme consists in widening Montebello avenue from thirty-three feet to sixty-six feet and extending it from Twenty-fourth street, just east of the York road to Gorsuch avenue. Curtain street should be extended on the lines laid down on the general plan, from Harford road to Montebello avenue. Twenty-fifth street has been commented on previously in this report. An inspection of the map on file in this office will show the manner in which these streets would split up the territory and govern the development of nearly all the Homestead section, and especially that portion midway between the Harford road and York road. This particular neighborhood has for a long time suffered the inconveniences of a conflicting system of streets, and it is only by some vigorous method will conditions ever be bettered.

Among other points of merit attached to the opening of these streets would be the approaches from all directions to the Hollyrood Park recently purchased by the city.

Powhatan Avenue and Eighth Street—Both of these streets are laid down on the general plan, but due to the event of the new High Service Reservoir and the new park bordering on it, the lines of Powhatan avenue have been altered a trifle to meet the new conditions. The greater portions of both of these streets are now in process of being opened and with the addition of the few short intervening strips an excellent thoroughfare would result, extending northward from below North avenue to the new park, and then northwesterly to Garrison avenue. The western portion of Powhatan avenue passes through a territory now being planned for development, and this opening would afford a very desirable outlet.

Sixth Street, Slingluff Avenue and Fifth Street—At the Pimlico entrance to Druid Hill Park is the intersection of several thoroughfares now existing, and it is proposed to add several additional broad avenues, thus making it a kind of "hub." These new avenues are Sequoia and Sixth, or Dukeland street. The last named is proposed to extend in a general southwesterly direction by east curves to meet the old lines of Sixth street at Beech avenue. From Beech avenue to North avenue an ordinance has already been introduced for the opening, and it is easily seen the value such an extension as proposed here would be for the intervening country by affording a through connection. Such an opening would necessarily make a portion of Slingluff avenue useless, and the proper course would be to close it. From North avenue to the Windsor Mill road the conditions of this avenue are unsightly and can never be remedied to advantage to the neighboring streets. This is due somewhat to the low elevations of the houses constructed on a portion of it, which are over twenty-five feet below that of the established grade. The only remedy to these conditions and the section as a whole is to close this portion of Slingluff avenue and substitute in its place Sixth street, which latter should then be opened between these limits, that is North avenue and the Windsor Mill road or Baker street.

Analogous to this discussion is that of providing for future crossings of Fifth and Sixth streets under the Western Maryland Railroad. At these proposed crossings the railroad company has constructed a long trestle and contemplates in the near future of filling this in with earth. Steps should therefore be taken to provide for these crossings by the erection of suitable arches. This can be done now at small expense, and the opportunity should not be allowed to go by. Fifth and Sixth streets form a definite part of the general plan, and there is absolutely no reason why they will not be opened in the near future, so that it is highly important that these provisions be made.

Baker Street and Windsor Mill Road—The section west of the old city boundary, between North avenue and Lafayette avenue, contains no through east and west street, the lack of which is a hindrance to the intervening property, and to meet the growing demands of this neighborhood I recommend that Baker street be opened westerly to Eleventh street, thus dividing the territory in a desirable manner. Baker street is chosen over the others on account of the many points of advantage it offers, principal among which are the following: An easy grade without much construction work; an underhead crossing of the Western Maryland Railroad at a location where the bridge is now built; and mainly because it is the only thoroughfare in this section that is not obstructed by some hindrance as a cemetery or a number of buildings. Together with the opening of this, proceedings should be taken to close the Old Windsor Mill road, which runs in a general parallel direction, but does not conform to the adopted plan.

Westwood Avenue—This is another street that is opened in different places for short distances; to make it of real service and benefit action should be taken to make it a thoroughfare from Fulton avenue to Eleventh street. The outlay for this would be very small, and besides its value to the neighborhood it would prevent any future blocking of it by the erection of new buildings, and would help direct improvements in the manner desired.

Bentalou Street and Second Street—Bentalou street is now in process of opening from North avenue to Lafayette avenue, and with practically no additional outlay it can be extended to Edmondson avenue. This extension is through property now being arranged for development, and as this street conforms with the owner's plans no difficulties are likely to arise. Such an opening would give a much needed connection between North avenue and Edmondson avenue, two sections which are now comparatively isolated. But to make the connection still more extensive, by going west on Edmondson avenue two

squares, Second street should be opened southerly to Baltimore street, passing under the Philadelphia, Baltimore and Washington Railroad, where it would intersect that street opposite Catherine street. As the latter street is opened southerly to the Frederick road, an excellent thoroughfare would be obtained between the two extreme limits—that is, North avenue and the Frederick road.

Old Liberty Road and Sequoia Avenue—Both of these thoroughfares have been commented on before in this report and their object and value was explained, so that no further comment need be made except to emphasize their importance.

Frederick Road—This road will, in all probabilities, be among those to be improved under the supervision of the State Roads Commission. If such should be the case, some arrangement should be made for a radical change in both the alignment and grade, especially that portion near Gwynn's Falls. Besides being extremely crooked at this location, the grade is far below what such a thoroughfare should rightly be. The road here should be moved some distance to the north and a new bridge constructed at least ten feet above the elevation of the old one. The road should also be widened to at least seventy feet from Bentalou street, west to the city boundary, to satisfy the conjested traffic.

In concluding this comment on street openings the following list is submitted, ordinances for which have very recently been introduced in the Council. These streets are of vital importance to the territories they traverse and their passage should be pushed as speedily as possible. The methods now employed that cause so much delay in the opening of streets after the ordinances have been approved has caused considerable comment. A study should be given to this important subject in order to devise some more expedient means for accomplishing the results. The list is as follows:

Baltimore street extended to Old Frederick road.
Twenty-fifth street, from York road to Harford road.

Smallwood street, from Franklin street to Saratoga street.
Sixth street, from North avenue to Beech avenue.
The Alameda, from Thirty-third street to the Harford road.
Thirty-ninth street, from York road to University Parkway.

Among the streets, ordinances for which have recently been approved by the Council, are the following important ones:

Eleventh street, from Edmondson avenue to Frederick road.
Fortieth street, from University Parkway to Roland avenue.
Thirty-third street, from Charles street to the Hillen road.
Montebello avenue, from Twenty-fourth street to Gorsuch avenue.
Twenty-fourth street, from York road to Kennedy lane.

A plat of Ash or Melrose avenue, from University Parkway to Forest avenue, is now being prepared to accompany the ordinance for opening and widening it.

Receipts and Expenditures.

I beg herewith to make a statement of the receipts and expenditures of this Department for the fiscal year ending December 31, 1908:

Receipts.

(Appropriation for 1908.)

For salaries	$12,620.00	
For expenses	1,380.10	
		$14,000.10

Expenses.

For salaries	$12,615.39	
For expenses	1,380.10	
		$13,995.49

Balance.

Unexpended salaries	$4.61	
		$4.61

There has been turned over to the Comptroller for sale of maps, instruments, etc. $185.25

WATER DEPARTMENT.

Cost of Operating the Various Lines of Work—Purchases Under New Loan—New Plans.

ALFRED M. QUICK, President.
HENRY WILLIAMS,
CHARLES T. MITCHELL,
J. HENRY STROHMEYER,
HENRY B. GILPIN,
} Water Board.

The Water Board had five appropriations from the receipts from water rents, etc., and the tax levy for the year 1908, viz.: For expenses, for salaries, for repairs to Mt. Royal Pumping Station, for addition to stable at Gay street yard, and for dredging at Loch Raven. The amounts of these appropriations, the expenditures from them, and the unexpended balances remaining, are given below:

EXPENSES.

Original appropriation	$608,300.00
Deficiency bills, 1907	85,632.64
	$693,932.64
Expenditures	689,783.27
Amount unexpended	$4,149.37

SALARIES.

Original appropriation	$90,220.00
Expenditures	86,855.62
Amount unexpended	$3,364.38

SPECIAL REPAIRS MT. ROYAL PUMPING STATION.

Original appropriation	$100,000.00
Expenditures	72,984.47
Amount unexpended	$27,015.53

ADDITION TO STABLE.

Original appropriation	$4,000.00
Expenditures	4,000.00

DREDGING AT LOCH RAVEN.

Original appropriation	$25,000.00
Returned insurance premium	43.65
	$25,043.65
Expenditures	25,043.65

The unexpended balance of $27,015.53 from the special appropriation of $100,000 for repairs to Mt. Royal Pumping Station has been carried over to 1909 to complete the work.

We also had in 1908 three appropriations from the 1943 Loan, viz.: For final payment for land for the new High Service Reservoir at Forest Park, for salaries of engineering employees engaged on the work of building that reservoir and doing preliminary work for the proposed $5,000,000 Loan improvements, and for such construction work on the new High Service Reservoir as was estimated could be done in 1908.

A statement of the amounts expended and unexpended balances from these appropriations is given below:

REMAINDER OF WILLIAMS SITE, 1943 LOAN.

Original appropriation	$27,000.00
Expenditures	8,689.05
Amount unexpended	$18,310.95

SALARIES, 1943 LOAN.

Original appropriation	$15,940.00
Amount expended	9,981.26
Amount unexpended	$5,958.74

CONSTRUCTION OF RESERVOIR, 1943 LOAN.

Original appropriation	$234,060.00
Expenditures	98,241.09
Amount unexpended	$135,818.91

The expenditure of $8,689.05 for land for the High Service Reservoir site was for the portion of the site owned by George

R. Vickers, the other portions of the site owned by the Williams and Oler estates having been acquired in 1907.

All of the unexpended balances from these loan appropriations, of course, revert to the loan fund and are available for further appropriations in 1909 for completing the work of constructing the new High Service Reservoir.

A statement of the total appropriations, receipts and expenditures of the Water Department and the Collector of Water Rents and Licenses Department is given below:

STATEMENT OF SURPLUS ACCOUNT FOR 1908, APPROXIMATED.

By cash transferred from 1907	$53,159.42
By water rents, etc	1,024,625.28
By sales of materials, rents, etc	8,099.99
	$1,085,884.69

CONTRA.

Water Engineer's Department.

Salaries	$86,855.62	
Special repairs Mt. Royal Pumping Station	72,984.47	
Addition to stable	4,000.00	
Dredging at Loch Raven	25,000.00	
Expenses	695,922.53	
		$884,762.62

Appropriation, $909,152.64.

Collector of Water Rents and Licenses' Department.

Expense	$1,957.02	
Interest	397,815.00	
Sinking Funds	15,198.80	
Salaries	29,500.00	
		$444,470.82
		$1,329,233.44

Appropriation, $445,045.00.

These figures show that the receipts from water rents did not meet the requirements of the Water Department for 1908. The

difference necessarily comes from the tax levy. The excess of expenditures over receipts made it necessary to take from tax levy of 1908 the sum of $243,348.75.

Passage of $5,000,000 Loan.

The most important occurrences of the year affecting this Department were the passing by the Legislature of 1908 of the $5,000,000 Water Loan Enabling Act which we were unsuccessful in obtaining from the Legislature of 1906, the passing by the City Council of an ordinance authorizing the loan to be submitted to the popular vote at the November election, and its approval at the polls in that election. The passage of the Enabling Act was made possible by the city's adjusting, before the bill was introduced in the Legislature, its differences with the Baltimore county officials. This adjustment was brought about at conferences between the city and county officials held in December, 1907, but the final draft of the amendments to the Enabling Act involving these adjustments was not completed until January, 1908. On the advice of the City Solicitor the Water Board, previous to the introduction of the Act into the Legislature, made an agreement with the Warren Manufacturing Company to purchase their property at Warren—mills, machinery, water power, houses and land, all of which are necessary for the city to secure in order to construct the proposed great impounding reservoir in the Gunpowder river valley above Loch Raven. The Board agreed to purchase this property for $725,000 on condition that the company rent the property from the city for a period of two years at $50,000 a year, payable quarterly in advance, that amount being the lowest price which the company would take for the property.

High Service Reservoir.

Another important occurrence of the year was the beginning of actual construction work on the new High Service Reservoir, near Forest Park, which we have so badly needed to insure an

uninterrupted supply of water to the very large western high service district of the city, and which was recommended as an immediate necessity about eleven or twelve years ago. About 59 acres of land were bought from the Williams, Oler and Vickers estates for this reservoir at a total cost of $56,772.51. A contract for clearing the site of trees and stumps was awarded to Albert Weber on February 12 for $2,300. That work was completed on April 27. Bids were opened for the construction of the reservoir on June 10, and the contract was awarded to Lane Bros. Co. & Jones, the lowest bidders, for $494,810.20. At the same time a contract for building a diversion sewer for diverting the drainage flowing into the reservoir valley around the reservoir was awarded to C. B. Clark & Co., the lowest bidder, for $33,572. On July 6 the first shovelful of earth was turned by your Honor in the presence of the Water Board, members of the City Council and other city officials.

Up to the end of the year about $100,000 worth of work has been done on the reservoir construction and about $19,000 worth of work on the diversion sewer construction.

After the Commission authorized by the City Council to purchase a site for the reservoir had selected the site, the Park Board decided to purchase adjoining land to the north, east and southeast which, together with the reservoir site, is to be made a part of the city's park system. The plans for the reservoir and its surroundings were worked out in consultation with and under the Park Board's consulting landscape architect, Mr. Olmstead, of Boston. Surplus excavation from the reservoir is being used to grade the land bought by the Park Board and also to fill in and widen Liberty road at that point in conformity with the suggestions and plans of Mr. Olmstead.

Addition to Department Stables.

Another important improvement made during the year was the building of an addition to the Department stables at Gay street yard to provide very necessary additional horse stalls and sheds for housing Department wagons. At the same time very

necessary alterations and improvements were made in the older part of the stables. This work was done under contract, awarded on June 10, by Edward Watters & Co., for $5,650, and it was completed on September 3.

Mt. Royal Pumping Station.

Rebuilding of the defective foundations under Mt. Royal Pumping Station, work on which was begun in 1907, was continued during the year, and has so far advanced that all the foundations have been rebuilt except about half of those under the boiler house. This work should be completed early in 1909, and the station and its machinery will thereafter be absolutely secure with foundations resting entirely on solid rock.

Miscellaneous Matters.

The Department did a great deal of work during the year to put the distribution system in permanent shape in advance of the laying of improved pavements and to make way for the new sewers. The work done in advance of improved paving cost us $77,987.27, of which $17,529.07 was for lowering large mains and other changes made necessary by the regrading and paving of West North avenue, from Payson to Twelfth street. The work done to make way for new sewers cost us $21,677.11, of which $5,987.31 was for lowering the 40-inch main in Lombard street at Gay street and Centre Market Space to get out of the way of two large storm sewers constructed by the Sewerage Commission in those streets.

During the year we laid about 92,000 feet, or over 17 miles of new mains, from 3 to 36 inches in diameter, including about 1,400 feet of 36-inch force main in Seventh street, north from North avenue, to connect the present force main in North avenue with the new High Service Reservoir. We also installed about 2,700 new house services and about 580 new meters, and erected 273 new fire hydrants at various points in the city.

We made up in our shops 497 valves, from 2 to 12 inches in diameter, and 175 fire hydrants.

We dredged about 100,000 cubic yards of sediment from Loch Raven, all of which was pumped behind berms at the upper end of the lake.

Plans for 1909.

During the year 1909 we expect to complete the repairs to Mt. Royal Pumping Station, including the relaying of the basement floors.

Work on the new High Service Reservoir will also be continued and it is expected that the reservoir will be nearly completed by the end of the year.

We also plan to lay some new large mains to supplement the distribution system and increase the supply in the southeastern section of the city below Patterson Park.

We also hope to be able to have early in the year definite plans settled upon for the improvements to be made with the $5,000,000 loan and to start construction on some part of the work before the end of the year.